The Hong Kong Daily Press.

No 7925 第七千九百二十五號 光緒癸未年四月初八日 HONGKONG, MONDAY, MAY 14TH, 1883. 一拜禮 香港英五月十四號 [PRICE $2¼ PER MONTH

SHIPPING.

ARRIVALS.

May 11, PEKING, British str., 954, Heuermann, Canton 11th May, General.—SIEMSSEN & Co.

May 11, ALVA, Portuguese bark, 632, E. de Souza, Rajang 21st April, Timber.—BRANDAO & Co.

May 12, ALWINE, German steamer, 400, Thiessen, Newchwang 4th May, Beans.—WIELER & Co.

May 12, FOOKSANG, British steamer, 990, Hogg, Canton 12th May, General.—JARDINE, MATHESON & Co.

May 12, DOUGLAS, British steamer, 982, S. Ashton, Foochow 9th May, Amoy 10th, and Swatow 11th, General.—DOUGLAS LAPRAIK & Co.

May 12, CASSANDRA, German steamer, 928, T. Wagner, Yokohama *via* Kobe 27th April, General.—SIEMSSEN & Co.

May 12, ANNAM, Annamite steamer, 317, Yuen Man Tung, Kwongnam 4th May, General.—ORDER.

May 12, GREAT ADMIRAL, American ship, 1,576, B. Thompson, Cardiff Jan. 11th, Coal.—RUSSELL & Co.

May 12, HAINAN, British steamer, 290, W. Willis, Haiphong and Hoihow 11th May, General.—AFONG.

May 12, BIVOUAC, British steamer, 831, A. G. Campbell, Saigon 8th May, Rice.—TUNG KEE & Co.

May 13, BILLY SIMPSON, British bark, 432, Brown, Bangkok, General.—HING LEE.

May 13, AFGHAN, British steamer, 1,439, C. E. Stewart, R.N.R., Saigon 9th May, Rice and General.—BIRLEY & Co.

May 13, WELLE, German steamer, 393, E. Pipor, Hoihow 11th May, General.—WIELER & Co.

May 13, EMUY, Spanish steamer, 222, Anastasio, Manila 10th May, General.—REMEDIOS & Co.

May 13, SWIFT, British gun-vessel, 774, W. Collins, Pratas Shoal 12th May.

May 13, MENZALEH, French steamer, 1276, F. Homery, Yokohama 6th May, General & Mails.—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
MAY 12TH.

Nelson, British str., for Saigon.
Yangtsze, British str., for Shanghai.
Benarty, British str., for Nagasaki.
Serapis, British str., for Nagasaki.
Cairnsmuir, British str., for Hankow.
Vorwaerts, German str., for Touron.
Fooksang, British str., for Shanghai.
Fokien, British str., for Amoy.
Albay, British str., for Swatow.
Cassandra, German str., for Singapore.
Wandering Jew, Amr. ship, for S. Francisco.

DEPARTURES.

May 12, AURORA, British bk., for Bangkok.
May 12, POO-CHI, Chinese str., for Hoihow.
May 12, BENLEDI, British str., for Yokohama.
May 12, NAM-VIAN, French str., for Hoihow.
May 12, ALBAY, British str., for Swatow.
May 12, FOKIEN, British str., for Amoy.
May 12, YANGTSZE, Brit. str., for Shanghai.
May 13, KASHGAR, Brit. str., for Yokohama.
May 13, MIRZAPORE, Brit. str., for S'hai.
May 13, VORWAERTS, Ger. str., for Touron.
May 13, CAIRNSMUIR, British str., for Hankow.
May 13, SALTEE, French str., for Haiphong.
May 13, LORNE, British str., for Swatow.
May 13, SERAPIS, British str., for Nagasaki.
May 13, BENARTY, British str., for Nagasaki.
May 13, JORGE JUAN, Brit. str., for Amoy and Manila.

PASSENGERS.

ARRIVED.

Per *Alwine*, str., from Newchwang.—2 Europeans.

Per *Douglas*, str., from East Coast.—Bishop Burdon, Rev. J. B. Ost, and Mr. Mehta, and 180 Chinese.

Per *Alva*, bark, from Rajang.—4 Chinese.

Per *Hainan*, str., from Haiphong, &c.—18 Chinese.

Per *Menzaleh*, steamer, from Yokohama.—For Hongkong.—Mr. C. Rundall. For Marseilles,—Messrs. J. Todzio, N. Skoski, A. Cruzel, and V. Yabe.

DEPARTED.

Per *Fokien*, str., for Amoy.—Rev. R. W. Thompson.

Per *Thales*, str., for Sandakan.—Capt. Berston, and Mr. Wm. Beese.

Per *Albay*, str., for Swatow.—Paymaster E. N. Whitehouse, and Mr. David Mouat.

REPORTS.

The American ship *Great Admiral* reports light winds and fine weather.

The British barque *Billy Simpson* reports calms, light airs, and very fine and dry weather until the 12th instant.

The German steamer *Cassandra* reports light Southerly winds throughout; since the 12th had heavy and thick rainy weather.

The British steamer *Afghan* reports left Saigon on the 9th inst., and had Southerly winds and fair weather throughout the passage with much lightning and thunder leaving Saigon.

The British steamer *Hainan* reports left Haiphong on the 9th inst at 3 p.m.; had moderate Southerly winds and fine weather to Hoihow. Arrived at 4 p.m. 10th inst.; left again on the 11th at 3 p.m. Had Strong S.E. winds and fine weather to St. John's; thence to port fresh N.E. gales with heavy rain; arrived at Hongkong at 9 p.m. on the 12th.

The British steamer *Douglas* reports left Foochow 9th instant; had strong S.S.W. wind and thick fog outside Amoy; arrived in port on the morning of the 10th; left Amoy that evening; in Harbour H.M.S. *Cleopatra*, steamers *Chi Yuen* and *Marlborough*. Left Swatow 11th, had Southerly winds, rainy weather with thunder all day. In port steamers *Kwangtung*, *Kwong Sang*, *Marlborough*, *Fern Tower*.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

Stentor (s.)	Shanghai	Mar. 24
Glenlyon (s.)	Yokohama	Mar. 26
Glaucus (s.)	Shanghai	Mar. 27
Leander	Shanghai	Mar. 27

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed

IN THE BEST STYLE
and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.

"DAILY PRESS" OFFICE,
HONGKONG.

BANKS.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL.................£1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

Hongkong, 1st June, 1882. [9

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND.........2,500,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—WM. REINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.

H. L. Dalrymple, Esq.	A. McIver, Esq.
A. Gültzow, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. H. Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
8] Hongkong, 7th May, 1883.

FOR SALE.

"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.
Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $8.50 per Case.
PUSTAU & Co.—Sole Agents.
Hongkong, 31st January, 1883. [875

FOR SALE.

BISQUIT DUBOUCHE & Co.'s COGNAC * ** *** **** BRANDY.

JULES ROBIN & Co.'s COGNAC O. P. BRANDY.

A. LALANDE & Co.'s BORDEAUX CELEBRATED CLARETS.

JAMES WATSON & Co., DUNDEE, GLENLIVAT & LOCHABER SCOTCH WHISKEY.

Apply to
EDUARD SCHELLHASS & Co.
Hongkong, 15th February, 1883. [834

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE.
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.

1 Dozen Quarts.......................$22.50.
2 Dozen Pints.........................$23.50.

Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th August, 1882. [425

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [929

FOR SALE

GEORGE GOULET CHAMPAGNE
CARTE D'OR, in Cases of 1 doz. Quarts.
Do. Do. 2 doz. Pints.
We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1882.)

JUNG & Co.'s Choice Qualities HOCK and MOSELLE, from $5 to $15 per Case of 1 doz. Quarts.

JOHN HOPKINS & Co.—LONDON "GLENGARRY" OLD SCOTCH WHISKEY,
In Cases of 1 dozen Quarts, $6 per Case.

JOURNU FRERES Celebrated CLARETS,
CHATEAU BELAIR, CHATEAU SOLLBERG.
PUSTAU & Co.,
Agents.
Hongkong, 3rd October, 1882. [656

FOR SALE.

THE GOODWILL AND STOCK-IN-TRADE of the WATCHMAKING and JEWELLERY BUSINESS of the late JOHN NOBLE.
For Terms and other Particulars, apply to
JOHN S. COX.
Hongkong, 3rd February, 1883. [262

FOR SALE.

CHAMPAGNE, 1874
HEIDSIECK & Co.'s
MONOPOLE.
CARLOWITZ & CO.
Hongkong, 1st July, 1881. [1261

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR in lots to suit from one ton upwards.
CHOY CHEW,
230, Praya West.
Hongkong, 4th April, 1883. [668

LORNE HIGHLAND WHISKY.
Pure Highland Malt,
Thoroughly matured,
"As a Stimulant,"
Says the *Medical Review*,
"It is preferable to Brandy."
Bottled under the special supervision of H.M. Inland Revenue, in full-sized bottles, 6 to the gallon.
Sole Proprietors,
GREENLEES BROTHERS,
31, COMMERCIAL STREET, LONDON, E.
Distilleries, Argyleshire.
Agents:—
JARDINE, MATHESON & Co.,
Hongkong. [1441

NOTICES OF FIRMS.

NOTICE.

THE INTEREST of the late WILLIAM EDWARD HENRY DUNN in our firm CEASED on the 28th March last.
DUNN, MELBYE & Co.
Hongkong, 8th May, 1883. [905

NOTICE.

MR. ANTONIO JOSE DA FONSECA is authorised to sign my name per procuration from this date.
M. A. DOS REMEDIOS.
Macao, 26th April, 1883. [848

NOTICE.

WE have authorised Mr. FRIEDRICH HEINRICH HOHNKE to sign our Firm from this date.
F. BLACKHEAD & Co.
Hongkong, 1st March, 1883. [516

NOTICE.

THE Undersigned having been Granted Letters of Administration of the ESTATE of the late JOHN NOBLE will sign all receipts in connection therewith.
JOHN S. COX.
Hongkong, 13th December, 1882. [45

TO BE LET.

TO LET.
With Possession from 1st June.
TWO SEMI-DETACHED VILLAS on Caine Road, each containing 5 Rooms, Bath Rooms and all Conveniences. Lawn Tennis Ground, Stabling, &c., &c.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 12th May, 1882. [936

TO LET.
With Immediate Possession.
A SUBSTANTIAL GODOWN built of Stone, of about 2,400 tons Capacity, situated at Wanchai, No. 55M, Praya.
For Particulars, apply to
DOUGLAS LAPRAIK & Co.'s
COMPRADORE.
Hongkong, 10th April, 1883. [712

YOKOHAMA.

TO BE LET FURNISHED for the Summer months, A COMFORTABLE FAMILY RESIDENCE, well situated on the BLUFF.
Apply to
JOHN S. COX.
7th February, 1883. [286

TO LET.
ROOMS in QUEEN'S ROAD.
Apply to
J. G. SMITH & Co.
Hongkong, 5th May, 1883. [892

TO LET.
A TWO STOREY HOUSE (6 Rooms) with Garden, in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.
For Particulars apply to
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 6th April, 1883. [684

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to
MEYER & Co.
Hongkong, 3rd March, 1881. [1047

TO LET.
AT KOWLOON.
THE MARINE VILLA (12 Rooms) with Outhouses, Garden, Lawn Tennis, &c.
The BELLE VUE, near Mount Elgin—(10 Rooms) with Outhouses, Garden, Lawn Tennis, &c.
Apply to
A. F. ALVES.
Kowloon, 25th April, 1883. [828

TO LET.
THE DWELLING HOUSE No. 5, MOSQUE TERRACE, with immediate possession.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 14th April, 1883. [740

TO LET.
SPACIOUS GODOWN at BOWRINGTON, suitable for the Storage of Coal.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 9th March, 1883. [496

TO LET.
ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [30

TO BE LET FURNISHED.
For the Summer Months. With Immediate Possession.
THE WESTERN HOUSE of ROSE VILLAS Bonham Road, Six Rooms, Garden, and use of Tennis Lawn.
Apply to
LINSTEAD & DAVIS.
Hongkong, 7th May, 1883. [898

TO BE LET.
With Immediate Possession.
OFFICE and ROOMS in rear of the ORIENTAL BANK CORPORATION.
Apply to
LINSTEAD & DAVIS.
Hongkong, 23rd April, 1883. [814

TO BE LET.
TWO SMALL GODOWNS at Wanchai.—Rent $30 each.
Apply to
LINSTEAD & DAVIS.
Hongkong, 23rd April, 1883. [816

TO BE LET FURNISHED.
THE EYRIE at VICTORIA PEAK, with Possession on 1st May Next. Garden and Tennis Lawn attached.
Apply to
LINSTEAD & DAVIS.
Hongkong, 7th April, 1883. [687

TO BE LET.
With Immediate Possession.
A TEN ROOMED HOUSE in ELGIN TERRACE. Rent moderate.
Apply to
LINSTEAD & DAVIS.
Hongkong, 7th April, 1883. [688

TO LET.
FOUR LARGE ROOMS for OFFICES, upstairs, at 41, Queen's Road.
Apply to
BIRLEY, DALRYMPLE & Co.
Hongkong, 14th April, 1883. [741

TO LET.
NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
No. 7, GARDEN ROAD, at present occupied by Messrs. Deetjen & Co., and will be vacant on the 30th June next.
No. 25A, PRAYA CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 11th April, 1883. [29

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1882.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1883.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW,
the 15th May, at NOON, at the Godowns of Messrs. WING KEE & Co., Wanchai.
About 550 Tons CARDIFF COAL, in lots to suit purchasers.
TERMS.—Cash, and immediate delivery to be taken.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 9th May, 1883. [914

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW,
the 15th May, 1883, at 2 P.M., at his Sales Rooms, Queen's Road,
An Invoice of JAPANESE WARE,
Comprising:—
SATSUMA, KANGA, TOKIO and MAKUZO WARE, BRONZES, ORNAMENTS. &c., &c., &c.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 14th May, 1883. [944

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM COMMUNICATION—DIRECT TO LONDON VIA MARSEILLES.

COMMENCING with the Mail leaving Hongkong on the 21st June next, and until further notice the Company's Steamers will proceed to LONDON, via COLOMBO, calling at MARSEILLES en route.

The time occupied on the passage to LONDON consequent on this change of route will be increased by a few hours only as the vessels will not call either at MALTA, GIBRALTAR or PLYMOUTH.

PASSAGE.

The rates to MARSEILLES will be the same as to the Italian Ports and RETURN-TICKETS will be granted on similar terms.

For Further Particulars as to Freight and Passage, apply to
E. L. WOODIN,
Acting Superintendent.
Hongkong, 15th March, 1883. [538

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive Tenders from suitable persons for a term of FIVE YEARS, for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift,) will comprise after the proposed alterations and additions have been completed, viz:—

THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies Room, for the use of visitors and others.

Manager's and General Offices, Kitchens, Store Rooms, &c., &c., &c.

FIRST FLOOR.

A Public Dining Room capable of dining upwards of 170 persons at the same time.

ONE large Breakfast Room.

FIVE elegant and beautifully fitted up suite of Rooms, consisting of a Private Dining Room, Drawing Room, Card Room, Reading Room, and Billiard Room.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS

Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the climate.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered.

Tenders to state sum per annum, and to include taxes. No Tender under $3,500 per mensem will be entertained by the Directors.
Hongkong, 2nd April, 1883. [650

NOTICE.

THE Undersigned has received instructions to Sell, on account of the concerned, at the 1st Floor over the Auction Rooms, Queen's Road, the following SUMMER GOODS, at low prices, just landed.

LADIES' Elegant Parisian SATIN COSTUMES, (Body unmade) with SUN SHADE and FAN to match Costumes, latest fashion, expressly made for tropical Summer Wear.

GIRLS' and CHILDREN'S SATIN and WHITE SUMMER COSTUMES.

BOYS' Summer Washing SAILOR SUITS, all sizes.

LADIES' Hand-made LONG CLOTH EMBROIDERED, &c.

UNDERCLOTHING, NIGHT DRESSES, CHEMISES, SHIRTS, &c.

LADIES' and MAIDS' CORSETS. The very ALEXANDER FIGURE REGULATION CARLSONS, BINDER CORSETS, &c., &c.

LADIES' and GIRLS' WHITE COTTON, BROWN BALBRIGAN, SILK EMBROIDERED HOSE, &c.

CHILDREN'S WHITE COTTON SUMMER SOCKS.

VALENCIENES LACE, PEARL BUTTONS, &c.

GENTS' REGATTA SHIRTS, FRENCH BRACES.

White and Brown BALBRIGAN ½ HOSE and Fancy Striped COTTON SOCKS.

And a variety of other GOODS.

All the above Valuable Stock must be cleared without delay.
J. M. ARMSTRONG.
Hongkong, 9th April, 1883. [695

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 11th April, 1883. [526

T. ALGAR AND COMPANY
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
6, QUEEN'S ROAD EAST. [24

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [22

ESTABLISHED IN 1852.
L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,
ROOMS 20 AND 21, MERCHANTS' EXCHANGE,
CALIFORNIA STREET, S. F.

N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.

The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorized to receive Advertisements.

INTIMATIONS.

KELLY AND WALSH'S
NEW BOOKS AND NEW EDITIONS.
Seaton's Manual of Marine Engineering.
Admiralty Report on the Causes of the Deterioration of Boilers, and Proposals tending to increase their durability.
The Modern Sportsman's Gun and Rifle by Stonehenge.
Statesman's Year Book, 1883.
Official Tourist's Guide to Great Britain and the Continent.
Farrar's Early Days of Christianity.
Tea, the Drink of Pleasure and of Health.
Seamanship by Captain Nares.
Bradley's Recollections of Dean Stanley.
Grey Dixon's Land of the Morning (Japan.)
Chalmer's Structure of Chinese Characters.
Longley's American Phonographic Dictionary.
Longleys Reporter's Own Shorthand Dictionary.
Pitman's Complete System of Phonography.

CHEAP AND LIGHT LITERATURE.
About 2,000 Volumes of the Seaside Library.

CHEAP ENGLISH EDITIONS OF
The Chaplain of the Fleet by Besant & Rice.
Paul Faber by Geo. MacDonald.
Mount Royal by Miss Braddon.

NEW FRENCH BOOKS—including Alphonse Daudet's L'Evangéliste.

26] KELLY & WALSH—HONGKONG.

JUST RECEIVED.

A QUANTITY of NEW FINE ART Goods, Consisting of MILES SKETCHES.
WATER COLOUR DRAWINGS, ORTOTYPE, &c.
WINSOR and NEWTON'S ARTIST'S GOODS, Consisting of OIL and WATER COLOURS, BRUSHES, CANVAS for OIL, DRAWING BLOCKS, and Sundries.
A Large Stock of NEW FANCY STATIONERY, COMMERCIAL LETTER PAPERS and Cheap ENVELOPES, in great variety.
NEW BIRTHDAY CARDS.
NEW SCRAP ALBUMS.
VERY ELEGANT PHOTO. ALBUMS.
ARTIST'S HANDBOOKS.
ROGERS'S POCKET KNIVES.
And a large Stock of FANCY GOODS.
10 Per Cent. for Cash.
W. BREWER, Bookseller, &c.,
27] Queen's Road.

1883.
SUMMER TIME TABLE.
KOWLOON FERRY.

THE COMMODIOUS STEAM LAUNCH
"KOWLOON"
will, from the 1st May, 1883, run daily as a Ferry-boat between Pedder's Wharf and Tsim-tsa-tsui, at the following hours:—

WEEK DAYS: Leaves Kowloon.	WEEK DAYS: Leaves Hongkong.	SUNDAYS. Leaves Kowloon.	SUNDAYS. Leaves Hongkong.
6.00 A.M.	7.00 A.M.	6.00 A.M.	6.15 A.M.
8.00 „	8.30 „	6.30 „	7.00 „
8.50 „	9.00 „	7.20 „	8.00 „
9.40 „	12.30 P.M.	9.00 „	10.20 „
12.45 P.M.	1.00 „	10.30 „	12.50 P.M.
2.15 „	2.30 „	1.00 P.M.	1.30 „
2.45 „	3.00 „	2.00 „	2.30 „
3.30 „	4.00 „	3.00 „	3.20 „
4.15 „	4.30 „	3.40 „	4.00 „
4.50 „	5.05 „	4.15 „	4.30 „
5.15 „	5.30 „	4.50 „	5.05 „
5.45 „	6.00 „	5.15 „	5.30 „
6.15 „	6.30 „	5.45 „	6.00 „
6.45 „	6.55 „	6.15 „	6.30 „
7.15 „	7.30 „	6.45 „	6.55 „
		7.15 „	7.30 „

The above Time Table will be strictly and punctually adhered to.
Hongkong, 1st May, 1883. [834

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that in accordance with Resolution No. 2, passed at the Extraordinary General Meeting of Shareholders held at the City Hall on the 30th December, 1882, all Shares not taken up and the First Call paid, on or before the 30th June next, will be disposed of by the Directors in such manner as, in their discretion they shall think best in the interests of the Company.
By Order of the Board of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 4th April, 1883. [667

No. 84. YOKOHAMA

A CARD

ANTHONY'S
TEMPERANCE AND FAMILY HOTEL.

TOURISTS and OTHERS will find every Comfort in this Hotel, which is pleasantly situated in enclosed grounds in one of the quietest Streets of the City.

The LADIES' PARLOUR opens on to the upper Verandah, from which good views of the Bluff and Mountains are obtainable.

The BEDROOMS are well ventilated and comfortably furnished.

The BILLIARD ROOM, which is excellently well lighted, contains a First Class American Billiard Table.

Board and Lodgings per Day......$ 1.50.
Do. Do. per Month...$40.00.

Special terms for Families.

The Hotel boat attends all Mail Steamers.

T. B. ANTHONY,—PROPRIETOR,
84, YOKOHAMA. [798

CUTLER, PALMER & Co.
1815.—The year of our Establishment in Europe.
1847.—The year of our Establishment in China.
Cutler, Palmer & Co.'s **** COGNAC, the very best and oldest shipped
Cutler, Palmer & Co.'s ***, **, * COGNAC.
Cutler, Palmer & Co.'s INVALID'S PORT, old and thoroughly good
Cutler, Palmer & Co.'s SHERRY W.S. the best wine of its kind in China.
Cutler, Palmer & Co.'s Amoroso, Vino de Pasto, Vino Puro.
Cutler, Palmer & Co.'s CLARETS, Chateau Mouton, Larose, St. Estephe, &c.
Cutler, Palmer & Co.'s Agents have for sale
The "Royal Charter" Champagne—selected for the Queen.
The "Carlton" Whiskey—two qualities, 11 and 5 years old, guaranteed.
All these are kept in stock in Hongkong, Shanghai, and Yokohama. Address for particulars: Messrs. Jardine, Matheson & Co., or Siemssen & Co., or Lane, Crawford & Co. at either place; and to Messrs. Bush Bros., Newchwang. [2061

NOTICE OF REMOVAL.

A. MILLAR & CO.,
PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [25

AFONG,
PHOTOGRAPHER,
HAS a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
The new PROMENADE PORTRAITS are now taken daily.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [62

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES OF RICE,
EX "AFGHAN," FROM SAIGON.

THE discharging of this Vessel will commence TO-MORROW, MONDAY, at 6 A.M. Consignees are requested to have Boats in attendance alongside ready to receive their Cargo, if not, the Cargo will be landed and stored at the risk and expense of the said Consignees.
C. E. STEWART, R.N.R.,
Commander S.S. "Afghan,"
Messrs. BIRLEY, DALRYMPLE & Co.,
Agents.
Hongkong, 13th May, 1883. [945

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, AND SINGAPORE.

THE Steamship
"BENLEDI,"
Ross, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wanchai whence and from the Wharves or Boats delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 18th instant, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th May, 1883. [922

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "AJAX." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 14th inst., for shipment per steamer "ACHILLES."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th May, 1883. [883

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "AJAX,"
are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th May, 1883.
Goods undelivered after the 14th May, 1883, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th May, 1883. [883

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
Ex "DJEMNAH,"
D S H No. 336/339, 4 Cases Merchandise, Order, from London.
213 (in diamond) No. 55/58, 4 Cases Paper, Order from Marseilles.
B O 161 Bags Sharp Stone, from Madras.
G. DE CHAMPEAUX,
Agent.

WHIT MONDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned Banks will be CLOSED for the Transaction of Public Business, THIS DAY, the 14th instant.
For the ORIENTAL BANK CORPORATION,
J. MELVILLE MATSON,
Manager, Hongkong.
For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
E. TRAILL,
Pro Manager, Hongkong.
For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
WILLIAM FORREST,
Manager, Hongkong.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
For the COMPTOIR D'ESCOMPTE DE PARIS,
M. BLUM,
Agent.
Hongkong, 11th May, 1883. [933

NOTICE.

WITH reference to the late CHEA KAI TUNG, Manager and Partner of YEE CHONG HONG, No. 60, Bonham Strand, who left for Fokien to celebrate his mother's obsequies, but died a month after arrival there, at the request of his wife, concubine, son, &c., the settlement of the accounts of the above firm and deceased's private accounts, have, by the permission of the Supreme Court, been entrusted to GAN KONG POY, ON SING CHOW, and CHEA PHOO YEAN. Notice is given that the accounts up to the end of Yam Ng Year have been settled, and deceased's interest therein ended. The YEE CHONG firm's partners are now as follows:—DON JOAQUIN B. LIMJAP, LUM CHEU TO, LUM HUM LIM, CHOI LIM SANG, CHONG KONG CHEUNG, LUM HOCK CHIN and CHEA HU KEE, &c.
GAN KONG POY,
ON SING CHOW,
CHEA PHOO GEAN, } Trustees.
Hongkong, 5th May, 1883. [891

IMPORTANT NOTICE.

THE PROPRIETORS OF THE STEAM RICE MILLS, VIZ:
OF THE COMPAGNIE FRANCAISE DE SAIGON, AND OF THE RIZERIE A VAPEUR DE CHOLEN (A. SPOONER, ED. RENARD & Co.)
BEG leave to bring to the NOTICE of IMPORTERS of Saigon Rice, that they guarantee the quantity of Paddy stipulated for in their Contracts, allowing ½ Cent on Contract Price for each catty of Paddy, contained in the average sample as taken on delivery of the Rice, exceeding the percentage agreed upon. [546

NOTICE.

THE Offices of the Undersigned have this day been REMOVED to the 1st Floor of No. 43, Queen's Road Central, above Achee's Furniture Store.
DENNYS & MOSSOP,
Solicitors and Notaries Public.
Hongkong, 31st March, 1883. [648

MUSIC.

SIGNOR ANTONIO CATTANEO, now a Resident in Hongkong, will give lessons in MUSIC, SINGING AND PIANOFORTE.
CHARGES STRICTLY MODERATE.
Address—Messrs. KELLY & WALSH.
Hongkong, 2nd March, 1883. [443

CURIOSITIES.
CHINESE AND JAPANESE CURIOS, ANCIENT AND MODERN.
PICTURES, FURNITURE,
ON SALE OR FOR HIRE.
E. CASSUMBHOY,
BEACONSFIELD ARCADE,
Opposite City Hall. [550

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 37, Tung Man Lane.
Hongkong, 4th March 1883. [466

INTIMATIONS.

THEATRE ROYAL,
CITY HALL, HONGKONG.
LESSEE and MANAGER.......E. S. WOLFE.

THE
MASTODON STAR MINSTRELS.

TO-NIGHT MONDAY,
THE 14TH MAY,

SPECIAL PERFORMANCE FOR THE
MILITARY AND NAVY.

MONSTER PROGRAMME.

REDUCED PRICES
For this NIGHT ONLY—Back Seats 25 Cents.
Any other part of the House 50 Cents.
Admission to Civilians............1 Dollar.

TO-MORROW, THE 15TH MAY.
COMPLETE CHANGE OF PROGRAMME.
Introducing the
MASTODON SWISS BELL RINGER.

Box Plan at Messrs. KELLY & WALSH.
M. J. ABRAHAMS,
Agent.
Hongkong, 14th May, 1883. [946

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING OF SHAREHOLDERS will be held at the Company's Office, No. 7, Queen's Road Central, at 11.30 A.M., on WEDNESDAY, the 16th May, to consider a Report on the Working of the Refinery.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 14th May, 1883. [943

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and PORTS on the YANGTSZE.)
THE Company's Steamship
"FOOKSANG,"
Captain Hogg, will be despatched as above TO-DAY, the 14th instant, at NOON, instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th May, 1883. [938

FOR FOOCHOW.
THE Steamship
"GLENEAGLES,"
Captain Gasson, will be despatched for the above Port, TO-DAY, the 14th inst., at NOON, instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 12th May, 1883. [939

FOR HOIHOW AND PAKHOI.
THE Steamship
"PING-ON,"
Captain McCaslin, will be despatched for the above Ports on WEDNESDAY, the 16th inst., at DAYLIGHT.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 14th May, 1883. [940

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"DOUGLAS,"
Captain S. Ashton, will be despatched for the above Ports on WEDNESDAY, the 16th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 14th May, 1883. [941

FOR MANILA DIRECT.
THE Spanish Steamship
"BUTUAN,"
Captain Ojinaga, will be despatched on FRIDAY, the 18th instant, at FIVE P.M.
For Freight or Passage, apply to
DUNN, MELBYE & Co.
Hongkong, 14th May, 1883. [942

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
THE Company's Steamship
"AMAZONE,"
Commandant Mace, will be despatched for SHANGHAI, shortly after her arrival from Europe.
G. DE CHAMPEAUX,
Agent.
Hongkong, 14th May, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.
THE Company's Steamship
"MENZALEH,"
Commandant Homery, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.
G. DE CHAMPEAUX,
Agent.
Hongkong, 14th May, 1883.

NOTICE.

A GENERAL MEETING of the MEMBERS of the ENGINEERS' INSTITUTE will be held on FRIDAY, the 18th instant, at EIGHT P.M., in the Hall of the INSTITUTE.
J. K. REBBECK,
Hon. Secretary.
Hongkong, 10th May, 1883. [927

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1882, has THIS DAY been declared.
WARRANTS may be had on application at the Office of the Society on and after the 21st inst.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 7th May, 1883. [906

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 30th instant, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th May, 1883. [887

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are notified that on presentation of their Share Certificates at the Head Office of this Company New Scrip will be issued in exchange, in accordance with the recent Resolution sub-dividing each old share into four new ones.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd May, 1883. [880

ECONOMY IN GAS.

SUGG'S FLAT FLAME BURNERS effect an economy in gas of

30 Per Cent,

And can be readily attached to ordinary Gasaliers and Brackets.

SUGG'S NEWEST BURNERS with Artistic shades for Drawing Room and Dining Room.

LANE, CRAWFORD & Co., Agents for Hongkong.

ARTISTIC PORCELAIN MENU STANDS.

HAND-ETCHED MENU and NAME CARDS.

LANE, CRAWFORD & Co.

DEVOE'S NONPAREIL KEROSINE, 150 degrees fire test, a perfectly safe Oil.

LANE, CRAWFORD & Co.

Hongkong, 5th May, 1883. [632

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS,

PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, MAY 14TH, 1883.

THE reply of His Excellency the GOVERNOR to the deputation from the Hongkong Chamber of Commerce on the suggested reduction of the Light Dues is a most important expression of opinion, not only on that subject but on others of equal interest to the community. His Excellency is as courteous and considerate as he is frank and straightforward. He reviews the financial position of the Colony in a few terse sentences showing that while there is a balance of assets of $1,150,000, the public works in progress and in contemplation will entail an expenditure of $2,500,000, and that under these circumstances the Imperial Government are not likely to sanction any remission of taxation, at the same time quoting from a despatch of Lord KIMBERLEY's in reply to a suggested remission of the Junk Licenses in 1881. When the idea of reducing the Light Dues was suggested at the annual meeting of the Chamber of Commerce, while supporting the suggested reduction as being reasonable and fair, we pointed out the extreme improbability of the Secretary of State giving his assent to such a measure, and quoted his decision anent the Junk Licenses as an indication of the line he would pursue. Sir GEORGE BOWEN points out, moreover, that the Light Dues in this Colony are just one-third of the amount of those levied in Singapore, which is also a free port, while they bear even more favourable comparison with those levied in some other colonies. The Light Dues, however, we contend, should not be considered a source of revenue in any free port, and should be limited to the amount required for the maintenance of the service for which they are raised. This may some day be effected, but, as was pointed out by Mr. GRANVILLE SHARP, something more yet remains to be done in lighting the approaches to this port, towards which the Colony may fairly be expected to contribute. Sir GEORGE BOWEN evidently is not convinced of the necessity of a present reduction of the light dues, and as he has approached the subject in a fair and impartial spirit, it is obvious that Lord DERBY would be no better inclined than was his predecessor in office to sanction the reduction of taxation while the expenditure on necessary public works is so large.

We are very pleased to note that Sir GEORGE BOWEN is in favour of a loan being raised by the Colony for the construction of its public works. He says he believes that Hongkong is the only community of importance which is absolutely without a public debt. There is no earthly reason why the Colony should any longer occupy this exceptional position. The public works now being undertaken are of a permanent character, the benefit of which will be more fully enjoyed by our successors than by ourselves, and it would be only right that they should bear their fair share of the cost. There would be no difficulty in getting such a loan taken up in the Colony, and we hope to see the matter brought forward in the Legislative Council at no distant date by His Excellency the Governor. Should such a proposal be made, we have no doubt the approval of Downing Street would be readily secured; since a large proportion of the impending expenditure will be incurred in carrying out the recommendations of the Sanitary Commissioner lately sent out to Hongkong by the Colonial Office to report on its sanitary condition.

It was with no little satisfaction we perused the closing paragraphs of Sir GEORGE BOWEN's reply to the Chamber, which contains a frank admission of a grievance upon which we have frequently commented. "I "have satisfied myself," remarks His Excellency, "that the present constitution of the "Legislative Council of this Colony is wholly "inadequate for the proper discussion and "settlement of our public affairs. I firmly "believe that the community at large will "be better represented and satisfied, while "the Government will be more fully inform"ed, and, at the same time, strengthened "by the weighty support of public opinion, "if the unofficial element is considerably in"creased. At the present moment there are "really only two unofficial members. I "shall propose forthwith to Her Majesty's "Government that for the future there shall "be six unofficial members; and that the "system which has worked so successfully "in Ceylon shall be adopted also here." This system was devised to render the unofficial members more truly representative, and is unquestionably a great improvement on the system usually pursued in Crown Colonies. The Chamber of Commerce will be asked to recommend two members, the justices of the peace another, and a fourth is to be selected to represent the Chinese. With six really unofficial members, our little local parliament would possess some importance in the eyes of the colonists, and its deliberations would be regarded with much more interest than is at present taken in the debates of the Legislative Council, which was during the Hennessian *régime* rightly looked upon as a mere instrument for registering the acts of the Governor in spite of the energetic protests of one or two members. It is fortunate for Hongkong that it has at last got a Governor whose long experience of representative Government has liberalised his ideas, and made him anxious to give even the residents in a Crown Colony some voice in the administration of public affairs.

To-day being Whit Monday, the Government Offices, Banks, and all the principal stores will be closed for business.

The following circular was issued on Saturday morning:—"Owing to the rainy weather, the laying of the foundation stone of the new Roman Catholic Cathedral is postponed *sine die*."

We learn from Bangkok that General Halderman, the U.S. Minister to Siam, has just returned from an expedition through Lower Siam to present in person from his Government some valuable gifts to the provincial Governor who befriended the crew of the American barque *Coringa*, shipwrecked on the coast in 1880, as a recognition of kindness and humanity to American seamen in distress.

In their Tea Report, dated the 17th ultimo, Messrs. Thos. Watson & Co., of Calcutta, say:—"No public sales of tea have been held during the fortnight, but for Friday next, a small sale of about 1,000 chests will be held, consisting of the remnants of the old crop. From the districts the reports continue unsatisfactory, many gardens suffering from drought and others from hailstorms. The season will be a very late one."

Judgment was delivered in the Chancery Division on the 4th April, in a case which involved the question whether a native of Great Britain can acquire a domicile in China, such as will free those to whom legacies are left in England from the responsibility of paying legacy duty. Mr. Justice Chitty decided that there was no such thing known to the law as Anglo-Chinese domicile, and that duty must be paid on legacies left by John Broadhurst Tootal, who died at Shanghai.

The London *Globe* says:—Among the other ways of the Heathen Chinee that appear highly objectionable to the Yankee is the extraordinary cuteness he displays in always enlisting the sympathies of the outside world on his side. To the Garfield Memorial Hospital Fund, for instance, the Chinese of Shanghai have startled the United States by subscribing handsomely, and saying that they would be "most happy to head a circular and send it round China," but they hardly dare to ask their countrymen to subscribe for a hospital for a country which will not allow them to enter it for ten years. "So disinterested!" is the comment of the New-York Press.

The Free Economic Society of St. Petersburg warmly advocates the cultivation of the tea plant in the Caucasus. At Soukhoum it appears some tea is already raised in the open air, notably in the botanic garden and in a garden belonging to a private gentleman. The experiment so far has proved successful, and the Economic Society thinks that in time Russia should compete with China and India in supplying the western nations with tea. In the western parts of Trans-Caucasia the climate is said to resemble very much that of China. The *Novoe Vremya* newspaper, in referring to the subject, recommends the encouragement of Chinese immigration into the Caucasus to meet the demand for the necessary skilled labour.

Concerning the scheme for the colonisation of the lower part of the Amoor territory in Russian Manchuria by the Russian Government, further particulars are given in the home papers. The Odessa correspondent of the *Moscow Gazette*, referring to the despatch of the 810 emigrants by the steamer *Russia*, says:—In the present instance the 250 families into which the 810 emigrants are divided have been chosen from villages in the province of Tchernigoff, and, besides having their travelling expenses paid them, have received an equipment such as falls to the lot of few European colonists. Flour for the settlers and oats for their horses have been taken to last a year, in excess of seed for sowing. A thousand pounds' has been spent in buying them iron utensils, wheel tires, and agricultural instruments; another £1,000 in purchasing tools and materials for furniture; 40 mill-stones have been given them, 2,000 waggon wheels, several thousand articles of clothing. To build the huts in which the peasants will live the State has granted them £10 a family, and has also allowed a gift of 1½cwt. of various sorts of iron, 20ft. of sheet steel, three axes, three saws, and a sufficiency of nails, screws, iron fittings, and window glass. Altogether, it is reckoned that the cost of fitting out and carrying the 250 families to the Amoor will amount to 200,000 roubles, being at the rate of 800 roubles a family.

Since writing on the question of Chinese immigration into Mauritius, we have come across the following remarks on the subject from the Mauritius *Mercantile Record and Commercial Gazette*, which are quite opposed to the views of the *Argus* and bear out what we suggested on Saturday:—"Some forty years ago, a number of Chinese came to Mauritius as field labourers; there are persons still living who can recollect them and the annoyance they caused to our peaceable population, till at last they became so unruly, disagreeable, and even *dangerous* that the planters got rid of them as quickly as they could. There were here and there one or two who became good servants, but the number was excessively small. The Chinese are not of the quiet, easy going ways and temper which characterise the Indian. The Indian is far more intriguing than the Chinese, but he can be managed, whereas the Chinese of that day was disobedient, and could not be mastered in any way, and we are quite sure that they are as to temper and disposition just as bad now as they were then. Chinamen are a much stronger race than Indians, and have any amount of courage when they think it necessary to show it. They offer fight on the slightest occasion. The Chinaman in his shop of the present day is a quiet, peaceable being, but in no way timid, and that is because he knows that he is master there, and fears nobody, if we except soldiers, men-of-war sailors, and the police. As a labourer under orders, in which position he is not master, he is a very different being and merely because he is not his own master, he is detestable. If we must positively have fresh immigrants in Mauritius, *let us continue to send for Indians*; they are the best and least unruly. Africans called Mozambiques, are detestable; the only good quality they have, when compared with the Chinese, is that they do not take the bread out of the mouths of other people; they do not become houseowners, shopkeepers, or trades-people; there are few day-labourers among them. Their profession is thieving and giving trouble to the police."

It is notified in Saturday's *Gazette* that His Excellency the Governor has approved the nomination of the Hon. W. H. Marsh, Hon. E. L. O'Malley, Hon. A. Lister, and Capt. Thomsett, R.N., to act as Trustees of St. John's Cathedral on behalf of the Government, and of Mr. A. B. Johnson to act as auditor.

H.M.S. *Swift*, Commander Collins, which arrived here yesterday, reports:—Left Swatow 9.40 a.m., 11th inst., for the Prates Shoal, reaching same the following morning, where the crew, 11 men with 2 women of the wrecked Dutch schooner *Mataram*, were taken on board for passage. Left 12.30 p.m., 12th inst., for Hongkong.

The Saigon *Independant* says that upon the recommendation of the Governor of French Cochin-China, Lieutenant-Colonel Carreau, who distinguished himself by his gallantry at the storming of Namdinh, in Tonquin, on which occasion his foot was carried away by a cannon ball, has been nominated an officer of the Legion of Honour.

Referring to the recent appointment of Mr. C. V. Creagh to Perak, the *Times of India* says:—"Mr. Creagh, late Police Magistrate of Hongkong, and formerly of the Punjab Police, has been appointed Assistant Political Agent at Perak. He is a brother of Captain Creagh, of the I. G. S. Tenasserim, and of Major Creagh, V.C., whose appointment to the command of the Mhairwarra Battalion is announced in the *Gazette of India*."

Colonel F. Brine writes to the *Rangoon Gazette* that the Siamese are not likely to have their portion of the telegraph line to Bangkok completed this year, as they had not commenced operations when he was in Bangkok. He also says that Mr. Kennedy, the present British Consul in Acheen, told him that the late Sir R. Schomberg had never done the overland journey from Siam to British territory. When I was in Bangkok many years ago, before Mr. Kennedy had arrived in Siam, Sir R. Schomberg informed me that he had proceeded to Moulmein overland and that he was the first European who did so. There were several others who followed him, and any number of natives proceed by this route every year.

Writing on the difference between Siam and Burmah, the *Statesman* says:—"There is an estrangement between the Upper Burman and Siamese Governments that may at any moment assume a serious form. However prepared the Siamese may be to enter the battle-field, it is very doubtful whether the army of King Theebaw is fitly equipped and disciplined to meet any antagonist. With the constant annoyance from the Shan tribes, whom the Upper Burman Government is powerless to subdue, and the unsettled condition of the country itself, it is not likely that an encounter with the Siamese would result in favour of Theebaw. Apparently sensible of this, the King of Mandalay has determined on despatching a Burmese Embassy to Paris to invoke the mediation of France regarding the territorial dispute now existing between Upper Burmah and Siam."

The St. Petersburg correspondent of the *Times*, writing under date of the 3rd April, says:—"Some time ago it was rumoured that serious troubles had occurred on the Chinese frontier of the Russian district on the Amoor, but no particulars could be ascertained. We now learn, from an Irkutsk newspaper, that a remarkable military expedition has been made, under Colonel Vinnikoff, to the Souchan, starting from Vladivostock, and making 280 miles in 19 days, the troops having to wade through swamps and marshes formed by the overflow of the river, for the purpose of restoring order among the population. Nothing is said of the cause of the troubles or of the number of troops employed; but Colonel Vinnikoff did all he had to do in two days, and left part of his force, including artillery, on the spot, returning with the rest by another route in 14 days. The *Novosti* states that a Chinese detachment of 800 men unjustifiably occupied the village of Savelofka, on the ill-regulated frontier, which has still to be arranged by a commission according to the Kuldja Treaty, and thus necessitated the appearance of the Russian force."

The *Catholic Register* says:—"Our missionaries at Tonquin have sent to the Congregation of Propaganda in Rome some seeds of the Y-dzi. This shrub grows six feet and a half high and could, with far greater advantage, be substituted for the *Eucalyptus*. The Y-dzi is indigenous to Annam, but it is found all over Cochin-China and Tonquin. It is also called *bobo* in the Annamite dialect. The grains of the Y-dzi, stripped of their husk, are eatable like common grains and possess a peculiar aromatic taste. The Y-dzi is not only a nutritive but a medicinal plant. The inhabitants of Tonquin call it the 'grass of life and health' because it destroys the miasma and purifies unwholesome water. The mountainous regions of Tonquin are extremely unhealthy, especially those lying between Bao Ninh and the Chinese province of Kuang-si. Besides, the air, the water of the rivers, which is used there for drinking, is unwholesome as that of wells. Travellers use the Y-dzi in the same manner as tea is used in China. The grains of the Y-dzi, eaten in certain quantities, have been found an efficacious cure for diseases of the liver caused by the bad effects of tropical climate. 'The grains of the Y-dzi,' writes a missionary of Tonquin, 'have excellent properties. They afford a refreshing beverage which purifies the blood, invigorates the stomach, and is diuretic. To obtain it they take off the husk, extract the almonds, and boil them in the water. Well-to-do people in Tonquin make very frequent use of the Y-dzi during the summer. Here this plant easily grows six feet and a half high and produces a good quantity of grains. It is sown near pools, marshes, and around gardens, in waste grounds.'"

The extremely inclement weather of Saturday proved very unfortunate for the Mastodon Minstrels. The afternoon performance had to be postponed, and it is not surprising that there was but a thin house for the evening entertainment under the circumstances. In spite of the discouraging fact of a poor house facing the company, they abated not a whit their efforts to give an enjoyable evening to those who were present, and on the whole the performance was perhaps the best they have given. The usual alternation of sentimental and comic songs and conundrums and witticisms filled up the first part of the programme. Mr. Harland had apparently got rid of his cold, and Messrs. Bowman and Jackson were in good voice, whilst Messrs. Moody, Lewis, Moore, and Wilson gave comic refrains in good style. The corner men wound up the first portion of the entertainment with a comic burlesque, the Manila Guards. In the next half Messrs. Morton and Young's contortion dance was very good, the dancing being irresistibly comic, though they were not so well appreciated with an after-piece of mutual belabouring. Mr. Bowman was again most successful with a character song "Over the Hills to the Poor House," and received a well merited *encore*. The next item was a sand jig by Messrs. Wilson and Young, and this was one of the best things of the evening, the dancing being both clever and graceful, and it was loudly re-demanded. Mr. Carter's performance on the banjo rather wore out the patience of some of the audience, being lengthy and monotonous; Mr. Carter is evidently a skilful player of the instrument, and if he would not attempt so much in the comic or the variation line, he would undoubtedly be better appreciated. The evening's entertainment wound up with a capital farce, "Black Justice," the scene being in a court of justice presided over by Mr. R. Moore, who filled the post, if not with dignity, in a manner that kept the audience in roars of laughter. To-night there is to be a special performance for the military and navy.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH CO.'S LINE.]

LONDON, 11th May, 1883.

ANOTHER DEFEAT OF THE GOVERNMENT.

A clause in the Inland Revenue Bill has been rejected, and the Government has again been defeated.

A Cincinnati paper says three-fourths of all German beer is brewed from potatoes. There is now no wonder why so many Irish drinkers are deserting whiskey and taking to beer. None but rectifiers know of what whiskey is made.

SIR GEORGE BOWEN ON THE LIGHT DUES AND LOCAL MATTERS.

The following is the reply of His Excellency Sir G. F. Bowen, G.C.M.G., Governor of Hongkong, to a deputation from the Chamber of Commerce on the subject of a suggested reduction of Light Dues and other Marine charges, dated May 11th, 1883:—

Gentlemen,—I have great pleasure in receiving this deputation from the Chamber of Commerce, the most important public body in Hongkong, which is celebrated not less as a great emporium of trade, than as a Naval and Military Station of the first class. It will always be alike my duty and my pleasure to give my earnest attention to any representations which may from time to time be laid before me by gentlemen who have so large a stake in this Colony, and such a well-informed appreciation of its circumstances and requirements.

I have listened with attention to the arguments which have now been laid before me, and I have perused with care the former letters from the Chamber of Commerce to the late Administrator of the Government on the subject of the Light Dues.

If I understand aright, the main argument in favour of the abolition or reduction of what is termed the "Taxation of Trade" is, that as Hongkong is a Free Port, it is illogical that Light, or other Port Dues should be so levied as to produce a revenue over and above the necessary departmental expenditure. In other words, it appears to be contended that, for example, the Light Dues should merely cover the cost of their collection and the maintenance of the Lighthouses.

Now, Gentlemen, I am ready to admit that there is much logical force in this argument. But unfortunately, all practical experience shows that the world never has been governed, and never will be governed by pure logic. There are manifold anomalies and inconsistencies in the fiscal systems of all countries.

The real practical question for consideration is one to which I gave my attention immediately after my arrival in this Colony. It is this: Is the revenue of Hongkong of such amount, in comparison with the necessary expenditure, that the reduction of any existing tax is practicable without finding an equivalent in some new form of taxation?

The Colonial Secretary and Auditor General (Mr. Marsh), whose accuracy and impartiality are known to all, has furnished me with the following facts and figures on this subject:—

The balance of assets is, in round numbers, $1,150,000. Now without taking into account the reclamation of Causeway Bay, and the widening of the Praya, which I should much like to see taken in hand as soon as possible, the Public Works already commenced, or urgently needed, such as the Water-Work, the extension of the Gaol, the new Central School, the necessary Repairs to the Police Barracks, and the new Water Police Station, with its appurtenances, are estimated to require, in round numbers, $1,300,000. To this amount we must add the Sanitary expenditure which is considered by Mr. Chadwick (the Civil Engineer recently sent out from England to report on the Sanitary condition of this Colony) to be absolutely necessary to ward off the imminent danger of a severe epidemic. This expenditure is estimated at not less than $1,200,000. It will be seen, therefore, that while the assets are only $1,150,000, the necessary expenditure will be $2,500,000, a sum equal to more than double the assets.

Of course there is the obvious alternative of following the example of most Nations and Colonies, by raising a moderate loan for public works of a permanent character, the whole burden of which cannot be fairly cast upon the present generation. I believe that Hongkong is the only community of importance in the world which is absolutely without public debt. I am, myself, in favour of a loan of the character to which I have referred; but this is a question which must be decided by the Legislative Council, with the sanction of the Imperial Government.

There is little prospect, under the circumstances stated above, of the Imperial Government sanctioning any remission of taxation. Indeed the Secretary of State has already delivered his decision in this matter in a Despatch (No. 170 of the 9th December, 1881) which has already been laid before the Legislative Council. It is there stated:—"Any change in the direction indicated will require careful and detailed consideration; but at present, while there are many much needed public works still to be undertaken, I should not be ready to sanction any measure diminishing the sources of revenue."

Such being the broad state of the case, it would be superfluous for me to enter at present upon any minute examination of the details of all the subjects to which my attention has been directed. I may, however, observe that the proposed reduction of the Light Dues raise a somewhat difficult and delicate question. I am advised that the Licenses on Chinese Junks are regarded as an equivalent for the non-payment by them of the Light Dues; and that if the latter are reduced it would be equitable that the former should be reduced also. Now the Light Dues and Junk Licenses together produce an annual revenue of about $42,000; and it is to be feared that the Colony cannot afford at present to dispense with any portion of this sum.

Again, it should be remarked that the Light Dues at Hongkong are only 1 cent per ton of the shipping; whereas at Singapore, which is also a Free Port, they amount to 1½d. per ton, *i.e.*, three times as much as here. At Mauritius and other Colonies those dues appear to be still higher than at Singapore. It should be remembered, moreover, that the Colony of Hongkong appears to pay in aggregate taxation less per head of its population than any other British Colony of importance.

I refrain from going further into details at the present moment. It is obvious that after the decision of the Imperial Government referred to above, the Governor would not be justified in taking steps towards the reduction of taxation, without previous authority from home, even if he were more convinced than I can confess myself to be, that such a reduction, however desirable and logical in itself, is just now within the scope of practical politics. But if the Chamber of Commerce will present me with a full statement of its views and wishes, I shall have much pleasure in transmitting that statement to the Colonial Office, where it is sure to receive the respectful attention due to any communication emanating from so important and representative a body.

Perhaps, however, the Chamber may prefer to see this question, and the manifold questions connected with it, submitted, in the first instance, to the deliberations of a re-constructed Legislative Council. For, in conclusion, Gentlemen, I may take this opportunity of stating that I have satisfied myself that the present constitution of the Legislative Council of this Colony is wholly inadequate for the proper discussion and settlement of our public affairs. I firmly believe that the community at large will be better represented and satisfied, while the Government will be more fully informed, and, at the same time, strengthened by the weighty support of public opinion, if the Unofficial element is considerably increased. At the present moment there are really only two Unofficial Members. I shall propose forthwith to Her Majesty's Government that for the future there shall be six Unofficial Members; and that the system which has worked successfully in Ceylon shall be adopted also here. I mean that two of those six members should be, as a general rule, appointed on the recommendation of the Chamber of Commerce, and one more at least on the recommendation of some other public body, such as the Bench of Justices of the Peace. One of the six Unofficial members will of course be chosen from among our Chinese fellow subjects. It will be remembered that representatives of the native communities have for many years past held seats in the Legislatures of British India, Ceylon, New Zealand, and the Straits Settlements.

Without going further into details at present, I believe that you, Gentlemen, will agree with me in thinking that a system of the nature thus shadowed forth will confer on the Colony most of the advantages, without any of the drawbacks of popular election, which, for obvious reasons, is impracticable in a heterogeneous community circumstanced as is that of Hongkong. Should the Imperial Government sanction my proposals, I feel confident that the Colonial Government and Legislation will derive valuable assistance from the knowledge and ability of the gentlemen recommended by the Chamber of Commerce. The Official and the Unofficial Members alike can have no object in view but the general welfare of the Colony; and I am sure that we shall all work together cordially towards that common object.

G. F. BOWEN.

THE LOSS OF THE "MATARAM."

Yesterday afternoon the gunboat *Swift* arrived in the harbour bringing twelve of the shipwrecked crew of the Dutch schooner *Mataram* from the Pratas. We have been favoured by Capt. Hertzberg of the *Mataram* with some particulars of the rescue of these men. Capt. Hertzberg says he left the men with the promise to return with assistance, and he left this port for Swatow accompanying the orders sent to the *Swift* to proceed to the help of the unfortunate men. He left Swatow in the *Swift* at about ten a.m. on Friday, and arrived at the scene of the disaster at about nine the next morning. No trace of the vessel was then to be seen, and he went ashore to Pratas Island in one of the two boats belonging to the *Swift*. The poor men soon perceived the boats and came to the beach to meet their deliverers almost frantic with joy, went down on their knees, and almost worshipped their captain for keeping his promise of coming back to them. Capt. Hertzberg informs us that Commander Collins gave orders for no time to be lost, but for the boats to return as speedily as possible, and in consequence, the shipwrecked people were hurried on board. Captain Hertzberg also says that among the shipwrecked crew were two Chinese, one of whom filled the office of cook and steward on board the *Mataram*, and that individual's brother, and these men brought a large chest containing their effects to be shipped. They were not allowed to put the chest into the boat, and they then went ashore apparently to take the most valuable of the contents of the chest out to carry off with them. The officer in command of the boats then ordered them to be pushed off, declaring that his orders would not allow him to wait any longer. Capt. Hertzberg says he represented this to Commander Collins, but that officer told him he must lose no time in getting the gunboat back, and he weighed anchor at once and set off for Hongkong. The shipwrecked crew had thus to leave about half their clothes behind them, and a large heap of sails, ropes, and other stores of the *Mataram*, which the Chinese plunderers had taken ashore from the schooner. A half hour's longer stay at the island would have sufficed to save these things, and a few minutes would have enabled the two Chinese to get on board, but the whole thing was hurried, for no apparent reason according to Mr. Hertzberg. Upon the arrival of the *Swift*, we understand that all the provisions the men had left them were consumed, and the last drop of water had just been drunk. However, we have at present heard but one side of the story. Inquiry was of course made as to what had become of the schooner, and it transpired that the Chinese pirates, who still hung round for plunder, showed some alarm when they learned that the captain and mate had left the island, and went on board the ship, and supplemented the injury they had already done in despoiling the vessel by simple wanton mischief, after which they cut her adrift, she being then afloat, and she drifted away. The *Swift* fell in with the steamer *Ferntower*, on her way from Saigon, and this steamer reported having seen the *Mataram* drifting at the mercy of wind and current about 30 miles S.E. of Pedro Blanco. They sent a boat to board the drifting vessel, and found her greatly damaged, apparently hacked about with axes, and her masts cut half through. There was about a foot and half of water in the hold, and her condition was such that the captain of the *Ferntower* did not think it worth while to take her in tow, and so left her to drift. It is rather unfortunate that this course was pursued, for the helpless vessel may be run into in the dark by some other ship, and thus cause a disaster. Capt. Hertzberg says the schooner would never have been lost had it not been for the action of the Chinese. She was not injured when she went aground, and when the tide rose she came off, and swung to her anchors, and he had no intention of deserting her, until he and his crew were driven off by the pirates. Among the men brought up by the *Swift* was a Chinaman who did not belong to the crew of the *Mataram*, but to that of a junk which was wrecked there, and who was picked up by the *Swift's* boat.

SUPREME COURT.

12th May.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE RUSSELL.

TANG ALOK V. W. K. HUGHES, $369.20; W. K. HUGHES V. TANG ALOK, $76.90.

Mr. Dennys appeared for Mr. Tang Alok and Mr. Wotton for Mr. Hughes.

In 1881 Mr. Hughes rented from Mr. Tang Alok two godowns at Wanchai, 60A and 61A, for the storage of coal. On the 15th October the end wall and a portion of the roof of one of the godowns fell during a severe gale attended by heavy rain. Mr. Tang Alok claimed $110 as the half of the cost of rebuilding the wall, the remainder of his claim being for rent. The latter portion of the claim was admitted, but the claim for rebuilding the wall was disputed, and Mr. Hughes on his part claimed $76.90 as expenses to which he was put in engaging watchmen and coolies rendered necessary in consequence of the fall of the wall. Mr. Tang Alok's case was that the fall of the wall was caused by the improper storage of the coal, which he said had been placed against the wall and so caused such lateral pressure as made the wall give way. After the accident he saw Mr. W. K. Hughes, and had a conversation with him in reference to it. Mr. Hughes wanted the wall rebuilt, whereupon Mr. Tang Alok suggested that Mr. Hughes should pay half the cost, reminded him that he was a Christian, and said he must look to heaven, to all of which Mr. Hughes replied with a smile, which Mr. Tang Alok interpreted into an acquiescence in his proposal, and some months afterwards the wall was rebuilt. On the other side Mr. E. J. Hughes gave evidence to the effect that his brother, Mr. W. K. Hughes, was in Australia at the time of the accident and that it was with himself, and not his brother, that Mr. Tang Alok had the conversation he referred to, he being in charge of his brother's business at the time. He said Mr. Tang Alok talked a lot of "Joss pidgin" and wanted him to pay half the cost of rebuilding the wall, but witness insisted that it was Mr. Tang Alok's business to rebuild it, and never agreed to pay any portion of the cost. As to the storage of the coal he said it was piled up in pyramidal form, in order to allow of the circulation of air about it and not to injure the wall, which it did not touch in any part. When the wall fell the coal remained undisturbed, with the exception of a few tons which were knocked off the top of the pile by one of the falling beams of the roof. Coolies had to be engaged to replace this, and day and night watchmen were employed to prevent the coal being stolen during the time the wall remained down. Mr. Tang Alok was notified that he would be held responsible for these expenses, but no commencement was made with the rebuilding of the wall for about three months. The rent had been tendered to the rent collector less the amount of these expenses but it was refused.

Mr. Wotton addressed his Lordship on the evidence contending that there was no case whatever against Mr. Hughes except for the rent, which was admitted, that there had been no agreement on his part to share the cost of rebuilding the wall, and that he was entitled to recover the expense to which he had been put by the fall of the wall.

Mr. Dennys argued as a point of law that there being no convenant that the godowns should be in good condition, the landlord was not responsible for any damage, and that it was the tenant's business to keep the place in repair and hand it back to the landlord in the same state as it was in when he entered on the tenancy. Mr. Tang Alok would not have rebuilt the wall if Mr. Hughes had not promised to pay half the cost.

His Lordship, in giving judgment, said that if this had been a case of damage arising from the negligent stowing of the coal the landlord would have been entitled to recover not only half the expenses but the whole. But there was not the least evidence of negligence, unless it were the negligence of Tang Alok himself. The best evidence of that was that the pile of coal remained intact except a few tons knocked down from the top by the beams. There was no doubt the accident was caused by the storm, either the wind or the heavy rain or a combination of both, but at all events that the fall took place not through imperfect stowage, but in consequence of a defect in structure. Any bulging there might have been in the wall was not caused by lateral pressure from the coal. That being so it was open to Mr. Hughes to make an arrangement, in order to expedite the work of rebuilding, to pay half the expenses, but the case Mr. Tang Alok set up was this, that the bargain was made with Mr. Kerfoot Hughes, who was in Australia at the time, which showed that his memory was incorrect. It was clear the only conversation that took place was with Mr. E. J. Hughes. Mr. Tang Alok very shrewdly wanted to get Mr. Hughes to repair the wall, or pay half the expense, but as he himself said, Mr. Hughes smiled at him. Mr. Hughes had clearly no intention whatever of paying for what it was Mr. Tang Alok's business to pay for. He must take it that while Mr. Tang Alok was receiving full rent for the whole of the building, $50 or $60 a month, it was his clear duty—and he thought he might take it there was an implied contract to that effect—to pay the necessary expenses for protecting the property. Thieves might have taken it if watchmen had not been employed after the wall fell. If Mr. Tang Alok had been in funds or had used any diligence there would have been no necessity for this continued expense being incurred, but he did nothing for three months, although he had notice on the 27th October, which was renewed again in December, that he would be held responsible. He must therefore disallow the $110 claimed for rebuilding, as there was no contract to pay it, and secondly, he would allow Mr. Hughes' claim for $71.50 for watching, but must disallow the $5.40 claimed for coolie hire. There would therefore be judgment for Mr. Tang Alok for $187.70, each party to pay his own costs.

POLICE COURT.

12th May.

BEFORE MR. H. E. WODEHOUSE.

LARCENIES.

A man named Kong Yung Fat, was brought before the court on a charge of stealing a bundle of clothing.

On Friday evening a Chinawoman was taking shelter from the rain under a verandah with the clothes under her arm, when the prisoner, as he came by, snatched the clothes from her and made off with them. The complainant pursued the man calling "thief," and he was ultimately captured by P.C. Mackay.

Sentenced to six months' hard labour.

Wong Ashan, coolie, was also convicted of larceny and sentenced to six months' hard labour. A hawker was keeping a stall near the Theatre at Yaumati, and he had occasion to leave it for a few moments. He turned his head and looked back when only a few yards distant, and then saw the prisoner at his stall in the act of getting a bucket which served as the hawker's till. There were 1,400 cash in this treasury, and the hawker made a bee hive for Wong Ashan, who, however, proved much more fleet of foot than he, and got clear away. The hawker, being a persevering man, did not give up hopes of coming across the despoiler of his bank, and going round the opium divans he came upon the light footed thief, who gave him the slip again, but fell into the clutches of the police.

The defendant said he took the cash by way of paying himself for a debt the complainant owed him, but the latter said he had never seen Wong before.

A DRUNKEN SEAMAN.

Thomas Flynn, seaman, was brought before the court on a charge of being drunk, disorderly, and damaging the attire of Inspector Thomson.

The defendant, on Friday evening, had made his potations indiscreetly deep, so that on attempting to reach his quarters at the Sailors' Home, he was so mixed that he went on the wrong tack. He was seen making somewhat erratic sailing by Inspector Thomson, who endeavoured to be a good Samaritan to the inebriated one. Finding he was desirous of getting to the Sailors' Home, Inspector Thomson offered to put him on the right way, but his reward was not what it should have been, the man striking him, and then in the scuffle, doing considerable damage to the inspector's coat.

The occurrence was wrapt in oblivion to the defendant, who had to pay $4 for the damage and half a dollar fine.

DISTURBANCE AT A THEATRE.

Four Chinamen were brought before the court charged with making a disturbance at the Koshin Theatre on Friday evening.

The first defendant was the original cause of the uproar by endeavouring to get himself and some friends into the building without paying, perhaps thinking he would have been accorded that privilege in consequence of his position as actor at another Theatre. The ticket collectors refused the men admission, upon which they made a good deal of disturbance, and got a crowd of roughs to help them. These set upon the ticket collectors and there was a regular fight until a sufficiently strong force of police was there to disperse the crowd. Several of the police were assaulted, and the four prisoners were arrested.

The prisoners said they did not want to see the performance, but to speak with the actors.

Fined $5 each, or in default fourteen days' imprisonment.

AMOY.

We learn that the Commissioner of Customs at this Port has issued a Chinese Proclamation forbidding the export of iron pans locally manufactured by foreigners. The following is a translation:—

Brown, Commissioner of Customs at Amoy, decorated with the Precious Star of the First Class, Official of the 3rd Brevet Rank, &c., &c., issues a proclamation.

Whereas a despatch has been received from the Inspector General of Customs conveying instructions from the Tsungli Yamên to the Commissioners of Customs at the Treaty Ports as follows:—

"Whenever foreign merchants convey iron pans it is to be carefully ascertained whether these are of native manufacture or foreign are to be regulated in accordance with Treaty Rules. In cases of foreigners bringing iron to the port and there manufacturing it into pans, any attempt to import or export such pans at any of the ports is to be prohibited as soon as discovered."

Therefore it is my duty to issue this proclamation for the information of all merchants, and it is hereby notified that from this date iron pans manufactured by Chinese or in foreign countries may by the regulations be freely imported or exported. But pans manufactured locally by foreigners from iron brought to the port, may neither be exported nor imported. Let all obey this notification, &c.

Kwangsu 9th Year 3rd Moon 20th Day—26th April, 1883.

—*Amoy Gazette.*

FOOCHOW.

The scandalous case of illegal seizure of merchandise, the property of a British merchant, to which we alluded in our last issue, has been amicably settled by the simple restoration of the property. We hope that the Chinese Authorities now clearly understand that in the event of a repetition of such offence, and violation of the Treaty, amends similar to those recently accepted, will henceforth be of no avail, and that the consequences will be serious.

We hear that the Taotai Yeh has just lost his mother, and will go into mourning for three years. This Mandarin, assisted by the Taotai Fan, has always treated business matters with foreigners in a satisfactory manner, and it would have been desirable that Fan should have been appointed to succeed Yeh as Grain Taotai. We regret to learn, however, that the high authorities have selected P'An, formerly Lekin Wei Yuen, as Yeh's successor. We hear that P'An has had no experience in dealing with foreign affairs, knows nothing of the Treaty, and has never been suspected of possessing any special ability.—*Herald.*

SOLDIERS IN GRAY.

"Hampden" writes as follows under the above heading to the *News of the World*:—The British soldier ever has been, and ever will be an object of special interest to his countrymen. No arrangement can be made respecting him and his belongings without creating anxiety. Of late years increased attention has had the effect of strengthening the soldier's attachment to the service. Once upon a time the "Queen's shilling" was taken by the recruit as a last resource against despair, or as a concession to family feeling continually outraged by the "bad boy" of the house; so that instead of its being considered an honourable occupation, military service was generally shunned when an honest livelihood was otherwise obtainable. The case is entirely altered; the degrading punishment of the lash is done away with, for there is not the same need of it as in other times, and the Army is supplied with studious, intelligent young men. Soldiers take delight in their uniform, and they have an accountable pride in the colour and fashion of it; the only strong objection that has occurred in modern times having had relation to the "Albert hat," a curious conception of the late Prince Consort's, which caused a great deal of astonishment and laughter. It was soon abandoned, and the soldiers' ire was appeased. No human being can reconcile himself to being laughed at, and it was a difficult thing to refrain from laughter at the Albert hat. We are approaching a time when another considerable alteration will be effected, the result of scientific investigation, with a view of lessening the dangers of soldiers in action in the field. The red uniform is to be abandoned, and the Army will be clad in gray. The reason for this change may be admitted in a consideration of the altered character of the art and science of warfare; the increased range of rifled arms, and the consequent exposure of troops even at great distances. At close quarters it did not much matter what was the colour of the soldier's dress; moreover, the firearms then were so bad that a condition of success was that the enemy should be close at hand. It has been found, by a committee appointed to inquire about soldiers' costume under the new system of warfare, that of all colours the worst is red. The report has been published as a Parliamentary paper, and it may be regarded as a solemn judgment against that brilliant hue which has been so long associated with the British Army, commanding the admiration of gallant officers with an eye for colour and a taste for dress; also of susceptible young persons of the female sex, who have always been known to appreciate the attractions of the military, and proud of being seen in harmonious companionship with them in the public promenades on Sundays. It has not been ascertained if Jemima will be so well pleased with her John in the gray costume of the future which the authorities have decided upon, as she is with him in the brilliant scarlet and its adornments. The dress of to-day creates envy in fair beholders, and the maiden under the inspiration of its charm goes, to the extent of her wages in dressing up to it, thus contributing those "harmonies" of red, white, and blue, and "symphonies" of all the colours of the rainbow, from which some modern artists may have caught the idea and made use of it. To walk out with a soldier in a costume of cinder hue would too painfully remind Jemima of the morning's siftings, and their conveyance to the receptacle of the ashes of the grate, for her to take kindly to the alteration which Lord Wolseley and other military men of note have decided upon. The historical record of the reason why brilliant colours were adopted is that "they were chosen because of their brightness and garishness;" in other words, their attractiveness to the uneducated and unrefined eye. "We find here and there, it is true," says a rigid critic, "a uniform which is beautiful in itself, graceful and harmonious, though attractive in colour, but speaking generally, nothing but the force of habit enables an educated person to regard with equanimity the glaring contrast of colour presented in most military uniforms as they appear on the person of individuals."

The conspicuousness of the present colour is undeniable; the only situation in which it might not be liable to observation would be on the red pantiles of newly built houses, but that is a position not common in military life. Lieut.-Col. Eardley Wilmot, 14th Bengal Lancers, writes that "gray has undoubtedly very many advantages, but it has one most serious disadvantage which it is well to remember, and that is, from its extraordinary invisibility at a few hundred yards' distance a regiment clothed in it is liable to be mistaken for one of the enemy." He mentions an instance where this happened with rather dangerous consequences. Nevertheless, it is not desirable that our soldiers should be picturesque targets for an enemy; that scarlet coats, white belts and havresacks are condemned. Red in bright weather is described as more conspicuous than black, while black is more visible upon a dull day; but both black and red are far too conspicuous for safety. Cinder black is ranked with the army blue and the rifle green, for seen from a distance these colours are assimilated. The Colour Committee, whose scientific investigations are just completed, discarded the lighter greens and blues, and then experimented upon neutral colours—three shades of Indian dust called khakee, and no less than five grays. They also tried tartans and natural skins, and came at last to the conclusion that the best for the purpose is a peculiar and rather dark gray identical with that worn at present by the 3rd Devon Volunteers, with amber-coloured belts and bronzed metal buttons; the Indian khakee running the gray very hard. At 400 yards these colours were seen indistinctly; at 600 they were almost invisible, and at 1,000 they were not seen at all.

An earth-coloured costume is not likely to come into general favour suddenly, but it will be reconciled to the sentiment of the Army by the advantages it secures for its wearers. A contemporary relates of Turner, the eminent painter, that "finding a delicate picture of his hung at the Royal Academy between two strong ones, he took up a vermilion-coloured wafer, stuck it on his picture as a sun, and thus made the work the eye of the Exhibition. Now, this is clearly what the soldier ought not to be. To make him the eye of the field of battle would render him a better mark for the aim of his enemy." No soldier wishes for that. It is his pleasure and desire to be smart and attractive, but his wish cannot be fully gratified in a costume of dirt colour and bronze. He does not want to be thought hiding from the enemy, whom he is really not afraid of encountering, but at the same time he has a laudable wish to survive the day of battle and come safely home. The Colour Committee has consented to an arrangement which will probably have the effect of checking dissatisfaction at the choice of the cinder colour, and at the same time gratifying his not unworthy taste for bright colour. To make light of the sentimental attractions of the scarlet uniform would be imprudent, for it has been found that a smart and showy uniform is a powerful attraction to recruits, to say nothing of its mysterious charm over the sensibility of handmaidens in domestic service. The concession made by the Committee consists of a recommendation of scarlet, blue, and green for corps wearing those colours, for full dress, whilst on all other occasions the gray should be used. Lord Hartington is cautious, and as if apprehensive of dislike assuming a grave importance, he proposes to "give the troops at certain stations an undress uniform of the cinder colour, and to issue similar uniforms to certain battalions at home, if commanding officers are willing to try the experiment; a rather vague hope being entertained that commanding officers of the requisite courage will not be wanting to brave the unpopularity which the first step may involve." There would be a greater likelihood of success if the officers were to be put under the same regulations, and required to reserve bright colours for State occasions. It is stated that "there is a natural repugnance to exchange the brilliant red uniform, which has become characteristic of the British Army, for any colour, and even more to exchange it for an ugly colour." Nevertheless, the consideration of safety should not be neglected; and if there are to be two suits differing in colour, is there any reason why the scarlet colour should not be worn as now, and the dark grey on practising days and when the services of the soldiers are required on the field? "The Austrians," it has been remarked, "long ago changed their traditional white uniform for a less conspicuous colour. Nor will the traditions of the Army be newly broken, for they are broken whenever an expedition to a warmer climate takes place. Upon every such occasion a uniform of khakee, or some other neutral colour, is issued to the troops, and as we rarely engage in European wars it is the exception when our troops fight in red." It would be inexpedient to do what would depress the military spirit, for with such depression there would be a loss, more or less, of efficiency; alterations should be cautiously made, and we hope and trust that the soldiers' feelings will be duly considered in the final arrangements of the authorities.

EXPLORATION OF NORTH AUSTRALIA.

An effort is to be made towards filling up the large blank which now exists on the map of the Northern Australian Territory. Mr. Lindsay (says the *South Australian Register*) has been commissioned to carry out the necessary explorations. The Roper River, which, it will be remembered, runs into the Gulf of Carpentaria at its eastern corner, is to be the basis of operations, and the country north of that large stream, and hitherto known under the very vague title of Arnheim Land—after the birthplace of the first Dutch discoverer of the coast—will be the scene of Mr. Lindsay's travels. It seems strange that this, one of the earliest if not absolutely the earliest, part of Australia whose existence became known to Europeans, is the latest to be explored by inland travellers. Last year Mr. M'Minn, the Chief Surveyor of the Northern Territory, contemplated the exploration of a very difficult piece of country lying to the east of the present settlements at Palmerston, but although he succeeded in determining what becomes of the River Mary, the tract of country covered by him was not very great, nor does it appear likely to be of much value. Still further to the east, and between the Alligator River and the Gulf of Carpentaria, it is believed from the natives' report that splendid tracts of well-watered grazing land will be found. There is good reason to believe, from the size and volume of the rivers which flow into the sea from both sides of this large triangle of unexplored country, that numerous large and important streams will be found.

THE OPIUM TRADE.

The *St. James's Gazette* of the 4th ult. writes as follows:—The opium monopoly—or rather the opium trade, which is not the same thing—came before the House of Commons last night in a novel shape. Warned by previous failures—perhaps converted by the Marquess of Hartington's vigorous speech of last session—the opium-abolitionists took their ground less upon the immorality than the impolicy of the traffic. The resolution moved by Sir John Pease did not touch upon the physical injury to the opium-consumer or the moral damage to the opium-producer, but ingeniously dealt with the question as one of the independence of China. Her Majesty's Government, it was proposed, should in any future negotiations having reference to the duties levied on opium in Chinese ports regard the Government of China as an independent State, with full right to arrange its own import duties. The arguments on which the mover based his resolution were, indeed, of the old character. The House was asked to put down the use of a drug which brought demoralization, disease, and death on the people of China. To grow opium in India, or permit it to be grown, with a view to the national revenue was declared, to be a sin which brought a double curse upon all concerned—a sin which not only meant ruin to the constitutions of the Chinese people, but prevented them, according to Mr. Samuel Smith, from taking so much of our other and more reputable productions as they otherwise would do. A change of policy towards the Chinese would bring, it was urged, a blessing in its train; "for whenever a nation took a right course it gained by it sooner or later." These ingenuous pleas, founded upon the commercial as well as the moral benefits which would be conferred on mankind and especially upon the people of this country, by the abolition of the opium traffic, had no more success with the House of Commons than previous appeals, more sincere, if less politic, based upon abstract morality. The resolution was so worded as to give the Government the best means of evading all the awkward points of the controversy. In spite of the rumours which have lately been spread of the contemplated abandonment of the opium monopoly, it is very clear that the Government cannot afford for the present either to reduce Indian expenditure or to increase Indian taxation. The revenue from opium is too easily raised to be given up without a serious disturbance of the whole Indian financial system. Such being the case, it became Lord Edmond Fitzmaurice's duty, while avoiding any express declaration of opinion such as that which exposed Lord Hartington to so much obloquy from good Liberals last year, to meet the resolution by the previous question. There certainly is no call upon the House of Commons to affirm by abstract motion that China should be treated as an independent State. It is doubtful whether the Chinese Government would not itself resent any such resolution as an affront. There is not the smallest evidence that public feeling in China demands that any particular measures should be taken by England for the suppression of the opium trade, and we may be tolerably certain that for the British Government to hint that the Chinese Government is not free to arrange its own import duties would be a step attended with anything but advantage to the cause of friendship between England and China.

COMMERCIAL INTELLIGENCE.

SATURDAY, 12th May.

EXPORT CARGO.

Per steamship *City of Peking*, for San Francisco—6,340 bags rice, 647 bags coffee, 966 boxes prepared opium, 31 cases silks, 1,589 bales gunnies, 239 bales tobacco, 649 bales gambier, 25 bales cloves, 374 pkgs. fire crackers, 2,585 pkgs. merchandise, and 1 box treasure value at $1,280.00. For Victoria, B.C.—19 boxes crude opium, and 8 boxes merchandise. For Portland, O.—56 pkgs. merchandise. For San José de Guatemala—4 pkgs. floss silk. For Panama—2 cases silks. For St. Louis—8 pkgs. merchandise. For Boston—6 rolls matting. For Buffalo—1 pkg. merchandise. For St. Pauls' Minn.—200 pkgs. tea, and 2 pkgs. matting. For New York—2 cases hats, 2 cases silk, 1 case merchandise, 1,052 pkgs. tea, 167 bales raw silk, and 9 cases raw silk.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..........3/7¼
Bank Bills, at 30 days' sight...3/7¾
Bank Bills, at 4 months' sight 3/7¾
Credits, at 4 months' sight ...3/8
Documentary Bills, at 4 months' sight 3/8
ON PARIS.—
Bank Bills, on demand 4.55
Credits, at 4 months' sight......4.63
ON BOMBAY.—Bank, 3 days' sight 223
ON CALCUTTA.—Bank, 3 days' sight 223
ON SHANGHAI.—
Bank, sight 72¼
Private, 30 days' sight..........73

SHARES.

Banks have been placed at 192 per cent. for the end of August, and close weak with sellers at 181 per cent. for cash. Sugars have found buyers at $183 for the end of the month, and more are obtainable at the same rate. Luzons are decidedly weak with sellers at $75 for cash.

Hongkong and Shanghai Bank Shares—147 per cent. premium.
Hongkong and Shanghai Bank Shares—New Issue—145 per cent. premium.
Union Insurance Society of Canton, Limited—$625 per share.
China Traders' Insurance Company's Shares—$2,400 per share.
North China Insurance—Tls. 1,650 per share.
Yangtsze Insurance Association—Tls. 1,000 per share.
Chinese Insurance Company, Limited—$205 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$140 per share.
Hongkong Fire Insurance Company's Shares—$1,225 per share.
China Fire Insurance Company's Shares—$340 per share.
Hongkong and Whampoa Dock Company's Shares—54 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$40 premium.
Indo-China Steam Navigation Co.'s Shares—5 per cent. premium.
China and Manila Steamship Company, Limited, —22½ per cent. premium.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$180 per share.
China Sugar Refining Company, Limited—$181 per share.
China Sugar Refining Company (Debentures)—1 per cent. premium.
Luzon Sugar Refining Company, Limited—$75 per share.
Hongkong Ice Company's Shares—$170 per share.
Hongkong and China Bakery Company, Limited —$82 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.

HONGKONG TIDE-TABLE.

14TH TO 20TH MAY, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
M.	14	m 4 28	3 6	m 9 15	1 11
		2 9 a	3 5	9 40 a	0 0
Tu.	15	m 5 51	2 0	m 9 52	1 10
		4 0 a	2 11	10 39 a	0 8
W.	16	m 6 8	3 1	m 11 20	1 5
		5 33 a	2 8	11 23 a	0 6
Th.	17	m 6 35	3 4	0 25 a	1 0
		6 47 a	2 6		
F.	18	m 6 59	3 8	m 0 2	0 6
		7 31 a	2 6	1 11 a	0 5
Sat.	19	m 7 21	3 11	m 0 39	0 9
		8 10 a	2 5	1 51 a	0 1
S.	20	m 7 43	4 2	m 1 19	0 10
		8 53 a	2 5	2 29 a	—0 4

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 6.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

May 12th.

Barometer—9 A.M.	30.024
Barometer—1 P.M.	29.986
Barometer—4 P.M.	—
Thermometer—9 A.M.	79
Thermometer—1 P.M.	73
Thermometer—4 P.M.	—
Thermometer—9 A.M. (Wet bulb)	77
Thermometer—1 P.M. (Wet bulb)	73
Thermometer—4 P.M. (Wet bulb)	—
Thermometer—Maximum	79
Thermometer—Minimum (over night)	77

CHINA COAST METEOROLOGICAL REGISTER.

May 12th.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. On date at 10 A.M.	Manila. On date at 4 P.M.
Barometer	29.87	29.97	29.80	29.89	29.98	29.95	30.09	29.99
Thermometer attached	80.0	80.5	77.0	74.0	68.0	63.5	81.4	83.7
Direction of Wind	E	E	E	E	NE	SE	NW	S
Force	3	6	1	0	5	2	3	2
Dry Thermometer	79.0	78.0	—	—	67.5	63.0	91.4	96.0
Wet Thermometer	75.0	76.0	—	—	61.5	60.5	80.0	80.0
Weather	o.c.r.	ocrit	—	—	c.	o.r.	c.b.	b.
Hour's Rain	—	11	12	—	—	—	—	—
Quantity fallen	—	3.10	0.32	—	—	0.07	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1680

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [18

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [11

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [18

UNIVERSAL LIFE ASSURANCE SOCIETY.
ESTABLISHED 1834.

INSURANCES Effected for Life or Short Periods; on Joint Lives; and on the limited payment system.

For Particulars, apply to
LINSTEAD & DAVIS,
Agents.

Hongkong, 7th December, 1882. [16

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [16

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.

Hongkong, 12th May, 1881. [15

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LEUNG ON, Esq., President.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [527

FORTUNA ALLGEMEINE VERSICHERUNGS-ACTIEN-GESELLSCHAFT, BERLIN.

CAPITAL PAID-UP ....Mk. 1,500,000.
RESERVE FUNDS..........Mk. 780,000.
ANNUAL INCOME ....18,774.½.

THE Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 1st January, 1882. [1824

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Nestor (str.)	Nish		Butterfield & Swire	On or about 17th inst.
LONDON, &c., via SUEZ CANAL	Sutlej (str.)	Johnson		P. & O. S. N. Co.	On 24th inst., at 4 P.M.
MARSEILLES, via SUEZ, &c.	Djemnah (str)	D. Boisseuil Baron		Messageries Maritimes	On 17th inst., at NOON.
MARSEILLES, via SAIGON, &c	Liban (str.)	Condolle		Adamson, Bell & Co.	On 21st inst., at 4 P.M.
NEW YORK	Nicholas Thayer	Crosby	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	C. B. Hazeltine	Gilkey	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Guardian	Fletcher	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Penobscot	Eaton	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Wandering Jew	Talpey	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Arabio (str.)			O. & O. S. S. Co.	On 21st inst., at 3 P.M.
SYDNEY AND MELBOURNE	Gordon Castle (str.)	Waring		Gibb, Livingston & Co.	On 16th inst., at 4 P.M.
VICTORIA, B. C., &c.	Mercury	Panno	Hongkong	Russell & Co.	Quick despatch.
BOMBAY, via STRAITS	Sumatra (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at 4 P.M.
CALCUTTA, via STRAITS	Moray (str.)	Duncan	Hongkong	Jardine, Matheson & Co.	To-morrow, at 3 P.M.
CALCUTTA, via STRAITS	Crystal (str.)	R. A. Darling	Hongkong	David Sassoon, Sons & Co.	To-morrow, at 3 P.M.
YOKOHAMA	Menzaleh (str.)	Homery		Messageries Maritimes	Quick despatch.
HOIHOW AND PAKHOI	Ping-on (str.)	McCaslin	Hongkong	Russell & Co.	On 16th inst., Daylight.
SHANGHAI	Amazone (str.)	Mace		Messageries Maritimes	Quick despatch.
SHANGHAI	Fooksang (str.)	Hogg		Jardine, Matheson & Co.	To-day, at Noon.
MANILA	Butuan (str.)	Ojinaga		Dunn, Melbye & Co.	On 18th inst., at 5 P.M.
MANILA via AMOY	Emuy (str.)	Rementeria		Remedios & Co.	To-morrow, at 4 P.M.
FOOCHOW	Glenogles (str.)	Gasson	Hongkong	Jardine, Matheson & Co.	To-day, at Noon.
SWATOW, AMOY, & F'CHOW.	Douglas (str.)	S. Ashton		Douglas Lapraik & Co.	On 16th inst., at NOON.

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP... £100,000 Sterling.
RESERVE FUND UPWARDS OF ... £120,000 Sterling.
ANNUAL INCOME .... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [12

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements .... at ½ %, Net per Annum.
On First-class Godowns, & Merchandise stored therein .... at ½ %, Net per Annum.
On Coals .... at 1 %, Net per Annum.
On Petroleum in licensed Godowns ...... at 1½ %, Net per Annum.
On First-class Chinese Tenements .... at 2 %, Net per Annum.
On Second-class Chinese Tenements .... at 2½ %, Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [17

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 27th March, 1882. [692

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January 1882. [913

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.
HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE,
Secretary.

Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1092

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [1046

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT, NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

Hongkong, 9th May, 1881. [60

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [14

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [2

L'INDEPENDANCE BELGE
9, Rue D'Argent, Bruxelles.
JOURNAL POLITIQUE, COMMERCIAL, LITTERAIRE & ARTISTIQUE.
Un des Plus Importants de l'Europe.
TARIFS D'ABONNEMENT:
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paraissant une fois par semaine et contenant le résumé de sept numéros de l'édition quotidienne.

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Toute demande d'abonnement doit être accompagnée d'un mandat sur la poste ou autre à vue sur Bruxelles, Paris ou Londres.

Les abonnements commencent le 1er ou le 16 de chaque mois.

ON S'ABONNE:
Au bureau du journal et chez les principaux libraires. [216

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE:—
In Paper Wrapper.......... $1.50
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Apply at the *Daily Press* Office.

FOR SALE.

FOR SALE; JUST RECEIVED.

REAL SCHIEDAMSCHE JENEVER, PRIME QUALITY IN STONE BOTTLES AT $4.00 PER DOZEN.

DR. TOWNSEND'S AROMATIC HOLLANDS TONIC, POMERANZEN BITTERS.

BREACH-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOTS.

J. F. SCHEFFER,
Nos. 21 and 23, Pottinger Street.

Hongkong, 1st June, 1882. [28

FOR SALE, CHEAP.

A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from ¾ to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.

For Particulars, apply to
J. M. ARMSTRONG,
Auctioneer, Queen's Road.

1920]

FOR SALE.

MANILA CIGARS, 2A HABANOS, MEISIO. MANILA CHEROOTS, 2A CORTADOS, MEISIO.

Manufactured by the COMPANIA GENERAL DE TABACOS DE FILIPINAS.

Apply to
REMEDIOS & CO.,
Sole Agents.

Hongkong, 19th April, 1883. [782

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."
$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24..........per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 ....per case of 1 dozen quarts.
$8.50 ....per case of 2 dozen pints.
CHATEAU LAROSE.
$12..........per case of 1 dozen quarts.
LORMONT.
$5 ....per case of 1 dozen quarts.
$6 ....per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 26th March, 1881. [20

NOW READY

CHRONICLE & DIRECTORY FOR CHINA, JAPAN, PHILIPPINES, BORNEO, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c.

FOR 1883.

With which is incorporated
THE CHINA DIRECTORY.

The issue for 1883 which is the TWENTY-FIRST ANNUAL PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The ports in BORNEO have been added to the former; whilst the latter includes in addition to the usual contents, the Treaty between BRAZIL and CHINA, the new regulations for the overland trade between RUSSIA and CHINA, the Revised Consular Regulations for the Treaty Ports of China, Pilotage Regulations and other additions.

The ALPHABETICAL LIST of FOREIGN RESIDENTS again has been much increased.

THE CHRONICLE AND DIRECTORY contains the following Lithographed MAPS and PLANS:—

CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
NEW MAP OF THE FAR EAST.
PLAN OF THE CITY OF CANTON.
PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA
MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition consists of over ONE THOUSAND pages of printed matter. It is indispensable in every Mercantile Office in the Far East and will be found a useful *vade mecum* to those travelling either on business or pleasure.

THE CHRONICLE AND DIRECTORY is published in Two Forms—Complete at $5; smaller edition $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO..........Messrs. A. A. de Mello & Co.
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NINGPO..........Messrs. Kelly & Walsh, S'ghai.
SHANGHAI..........Messrs. Hall & Holtz.
SHANGHAI..........Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI..........The C. and J. Trading Co.
HIOGO, OSAKA..The C. and J. Trading Co.
YOKOHAMA..........*Japan Gazette* Office.
MANILA..........Messrs. Vinda de Loyzaga & Co.
SAIGON..........Mr. Crettier.
SINGAPORE..........Messrs. Sayle & Co.
BANGKOK..........Messrs. A. Bjurling & Co.
LONDON..........Mr. F. Algar, Clement's Lane.
LONDON..........Messrs. Geo. Street & Co.
LONDON..........Messrs. Bates, Hendy & Co.
SAN FRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK..........Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 27th January, 1883.

CHINA OVERLAND TRADE REPORT, the COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the LATEST AND FULLEST TRADE INTELLIGENCE, REPORTS OR MEETINGS OF COMPANIES, THE LATEST TELEGRAMS, together with the POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

Hongkong, 3rd October, 1877.

INTIMATIONS.

TO be disposed of.—A FIRST CLASS MILLINERY, DRAPERY AND OUTFITTING ESTABLISHMENT in China. Established for upwards of 20 years.

Address A. B., Office of this paper.

Hongkong, 12th January, 1883. [135

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [21

"JAPAN GAZETTE,"
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Chartered Steamship

"MORAY,"

Captain Duncan, will be despatched for the above Ports TO-MORROW, the 15th instant, at THREE P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th May, 1883. [916

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CRYSTAL,"

Captain R. A. Darling, will be despatched for the above Ports TO-MORROW, the 15th instant, at THREE P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 9th May, 1883. [920

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

will leave for the above place TO-MORROW, the 15th May, at FOUR P.M.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 9th May, 1883. [921

FOR MANILA VIA AMOY.

THE Spanish Steamer

"EMUY,"

Captain Rementeria, will be despatched for the above Ports TO-MORROW, the 15th instant, at FIVE P.M.

For Freight or Passage, apply to
REMEDIOS & Co.

Hongkong, 11th May, 1883. [934

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI, AND TASMANIA.)

THE Eastern and Australian Steamship Company's Chartered Steamer

"GORDON CASTLE,"

Captain Waring, will be despatched as above on WEDNESDAY, the 16th instant, FOUR P.M.

Parcels (all of which must be sent to our Office) will be received up to 4 P.M. on 15th instant.

Contents and Value of Packages must be declared.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th May, 1883. [835

FOR NEW YORK.

THE 3/3 A. I. I. American Bark

"NICHOLAS THAYER,"

Crosby, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 12th May, 1883. [935

FOR SAN FRANCISCO.

THE American Ship

"GUARDIAN,"

Fletcher, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 19th April, 1883. [791

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship

"WANDERING JEW,"

Talpey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 16th March, 1883. [543

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark

"PENOBSCOT,"

Eaton, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 19th April, 1883. [785

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Nish, will be despatched on or about the 17th May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th April, 1883. [819

FOR VICTORIA, B.C. AND NEW TACOMA, W.T.

THE American Ship

"MERCURY,"

Panno, Master, will load here for the above Ports and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 19th April, 1883. [792

FOR NEW YORK.

THE American Bark

"C. B. HAZELTINE,"

Gilkey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 12th March, 1883. [513

VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 17th day of May, 1883, at NOON, the Company's Steamship "DJEMNAH," Commandant de Boisseuil Baron, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 16th May, 1883.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 16th May, 1883. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th May, 1883.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco *via* Yokohama on MONDAY, the 21st May, 1883, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 7th May, 1883.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship "LIBAN," Candolle, Commander, will sail at FOUR P.M., on MONDAY, the 21st May, for MARSEILLES VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a forwarding Agency at Paris, 9, RUE DE ROUGEMONT, giving special facilities to Shippers.

Each steamer carries a Surgeon and Stewardess.

	1ST CLASS.	2ND CLASS.
FARES Hongkong to Marseilles	$300	$240.

RETURN TICKETS are now granted by the Steamers of this line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

	1ST CLASS.	2ND CLASS
6 Months	$520	$410.
12 „	560	445.

Special rates are arranged for families.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 14th May, 1883. [855

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SUTLEJ," Captain Johnson, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 24th May, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

Tea, Silk, and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed viâ Bombay, without transhipment, arriving one week later than by the ordinary direct route viâ Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 14th May, 1883.

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Hongkong, 16th January, 1877.

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.

QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.

"DAILY PRESS" OFFICE,
HONGKONG.

STEAMER EXPECTED.

The N. I. S. N. Company's steamer *Compta* left Batavia on the 1st, and is due here on the 15th inst.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given

A MAIL WILL CLOSE

For Singapore.—Per *Cassandra*, to-day, the 14th instant, at 9.00 A.M.

For Ningpo and Shanghai.—Per *Peking*, today, the 14th instant, at 9.00 A.M.

For Swatow, Amoy, and Foochow.—Per *Killarney*, to-day, the 14th instant, at 9.00 A.M.

For Straits and Calcutta.—Per *Moray* and *Crystal*, to-morrow, the 15th inst., at 2.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Douglas*, on Wednesday, the 16th instant, at 11.30 A.M.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "DJEMNAH" will be despatched on THURSDAY, the 17th inst, with Mails to and through the United Kingdom and Europe, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Egypt, Malta, Gibraltar, and Mauritius.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE U. S. PACKET.

The United States Mail Packet "ARABIC" will be despatched on MONDAY, the 21st May, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 P.M. Registry ceases.
2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book-Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no letter*, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Bandmasters, Army Schoolmasters (not Superintending or First Class), Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is 2 cents (one penny), which is also the general rate of Postage on Soldiers' and Sailors' letters sent elsewhere.

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

6.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.:—Conductor, Gunner, Boatswain, or Carpenter.

Boxes of letters are sometimes received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALWINE, Ger. str., Thiessen.—Wieler & Co.
ANTOINETTE, Brit. bark, J. Bunis.—Order.
BENLARIG, Brit. str., Clarke.—Gibb, Livingston & Co.
CAIRNSMUIR, Brit. str., G. L. Castle.—Arnhold, Karberg & Co.
CAMBRIDGE, Brit. str., Hill.—Captain.
CANTON, Brit. str., Jaques.—Order.
CRYSTAL, Brit. str., Daring.—D. Sassoon, Sons & Co.
CYPRUS, Brit. schooner, Johnson.—Captain.
C. P. DIXON, Am. str., Carney.—Siemssen & Co.
FEI-LUNG, Brit. str., Allison.—Yuen Fat Hong.
FORMOSA, Brit. 3-m. sch., Quayle.—Siemssen & Co.
GLENROY, Brit. str., Geake.—Jardine, Matheson & Co.
JOHN WORSTER, Am. bark, Houghton.—Ed. Schellhass & Co.
KJOBENHAVN, Dan. bark, Magleby.—Wieler & Co.
LIDO, Brit. str., Lewis—Russell & Co.
MOUNT LEBANON, Brit. barkentine, Nelson.—Rozario & Co.
MARIE, Ger. bark, Thomaschens.—Melchers & Co.
MERCURY, Am. ship, Panno.—Chinese.
NELSON, Brit. str., Thom.—Geo. R. Stevens & Co.
PING-ON, Brit. str., McCaslin.—Russell & Co.
QUEEN OF ENGLAND, Sia. bk., Otter.—Chinese.
ROSSLYN, Brit. str., McKechnie.—Jardine, Matheson & Co.
SAMAR, Am. ship, O. Miller.—Captain.
TILLIE BAKER, Am. bark, J. H. Boynton.—Melchers & Co.
WANDERING JEW, Am. ship, Talpey.—Russell & Co.

EXTRACTS.

TEAR AND SMILE.

"What are you?" said a tear,
To a smile playing near.
"With a flickering shimmer,
You transiently glimmer
On the meaningless features of mirth;
But you nothing express
Of the anguish and stress
That make up man's portion on earth."

"You are rather severe,"
Said the smile to the tear.
"For as day, to shine bright,
Needs a background of night,
So grief must be bordered with gladness;
And the light of a smile,
More than once in a while,
Helps a tear to unbosom its sadness."

JOSEPH DAWSON, in *Spectator*.

ANECDOTAL PHOTOGRAPHS.

THE DUC DE CHARTRES.

The Duc de Chartres is called after a very remote ancestor Robert le Fort, the great-grandfather of Hugues Capet. In giving names and titles to the children of his eldest sons Louis Philippe had a political motive which the *salons* could appreciate, but which was "caviar to the general." It was to draw attention to the early history of the third race of French kings, and so show the absurdity of the Legitimist principle. Hugues Capet, the founder of this race, was a usurper, and had a talent for "removing" true heirs, and converting young Sovereigns into despicable manikins, like Queen Isabella's husband. His example was the justification of 1830, and of events that followed on that date. Where Capet passed, the bourgeois King might well enter. It was to suggest this train of reasoning that the title of Comte de Paris was revived, and the Duc de Chatres was named after Robert le Fort, who bore it.

"Chartres," as he is called in his family, was only two years old when he lost his father, and eight when the Revolution upset his grandfather's throne. He and his brother lived in as close intimacy as a pair of Siamese twins, until their mother's death. This dispositions contrasted sharply. Paris was a shy, thoughtful dreamer, but addicted to bursts of side-splitting hilarity. Chartres was impetuous, fond of danger, and something of a brag. Carelessly brought up, he might have developed into a swashbuckler; but he was reared under the eye of one of the most accomplished Princesses of her time—the lamented Duchesse d'Orléans.

The Duc de Chartres' memory takes him back to the Pavillon arsan, where his mother had apartments. She stood aloof from the world because she had, on the tragical death of the Duc d'Orléans, lost all taste for its shows and pageants. If she had surrounded herself with great men and women of elevated feelings, she would have exposed herself to the charge of intriguing for the Regency. The whole interest of her life became concentrated in her two sons. They were taught by their tutor in her presence, played under her eyes, and when they went to bed she sat between their cots talking to them, and telling them poetic stories until sleep stole upon them. The Duc de Chartres liked to hear about Ritter who fought against wicked giants, and of the adventures of his father in Algeria. He wanted to go there as a drummer and witness fights between French soldiers and the Arabs. Algeria was, thirty-five years ago, as much talked of at the Tuileries as the exploits of Drake were at the Court of Queen Bess. Little Chartres caught the "Algerian fever," which was generated by the campaigns of the Royal Dukes and the paintings of Horace Vernet. It was agreed that he should be prepared for the eventual command-in-chief of the French army. He had a taste for soldiering, whereas the elder brother was of a calm and pensive disposition.

Fate decided otherwise. The revolutionary storm of February attained its climax as the Comte de Paris and the Duc de Chartres were translating with their tutor an account given by Josephus of a popular revolt at Jerusalem. Bullets fired off in the Rue de Rivoli broke the windows near them, and whistled over their heads. The Royal juveniles were not startled, as they had often heard of the possibility of *émeutes*, and of conspiracies to get them up. When taken into another room the lesson was continued. M. Regnier, the tutor, would not desist until ordered. The Duchesse affected tranquillity but was pale, and quivering from nervous excitement. In less than ten minutes word was brought that the King was going to abdicate, and that she was to be Regent. Her eldest son protested, as he did not want to assume the, in his eyes, ridiculous character of a King. Chartres clapped his hands on his brother's mouth and said: "Let them make you one. You can then do what you like, and give me permission to go and stay with Uncle d'Aumale in Algeria." The Duchesse reluctantly consented to be the Regent. The act of abdication was duly signed, and the young King was taken with Chartres by his mother to the House of Deputies, under whose protection she wanted to place him. She had calculated French sensibility. Her mistake was in going into a confined chamber. She ought to have presented "the King" and his brother to the people on the steps of the Palais Bourbon, where a good view could have been obtained of them. Instead, she went into a narrow chamber crammed with bourgeois politicians, and already invaded by the mob. In the crush, she and the prettily-dressed, fair-haired children lost all pictorial value. They were squeezed out into a passage. Chartres was lost in the scuffle. He was found by a gendarme, running about looking for his mother. The honest fellow placed the child on his shoulder and took him through a tumultuous crowd to the Petit Bourbon.

The Revolution did a good thing for the Duc de Chartres. It enabled him to grow up in a natural, boyish way. Instead of proceeding to England to rejoin the other members of the exiled Royal family, the Duchesse d'Orléans took her boys to her own people at Weimar, and spent some time at Eisenach. Paris and Chartres were then sent to a Kindergarten. Amusement, perhaps, was too systematised there, and instruction made too amusing. But there was the companionship of other children—a happiness denied to the young Princes at the Tuileries. Jäger of the Grand Duke took them through the grand ducal chases in the Thuringianwald, and they reluctantly quitted Eisenach for England. In crossing from Antwerp the exiled travellers encountered a storm, and the vessel was prevented, for a whole day from getting into port. Sea-sickness aggravated the discomforts of the passage. The Duchesse wrote to her stepmother: "Paris was resigned, but, although suffering badly, often asked how I was. Charters struggled manfully to hide his wretchedness. He battled with sea-sickness, and cried with vexation when he had to succumb. The disposition of each boy came out. Paris will be my gentle and wise friend and counsellor, and Chartres my knight-errant." In England, the two brothers were hardly ever apart. They had few English companions of their age, unless in the winter spent in Devonshire, when they associated with the sons of country gentlemen. At Claremont, and Cranbourne Lodge there was youthful society—but of cousins only, and the young D'Harcourts and De Beauvoirs.

After the Duchesse d'Orléans was carried away by influenza, the two Princes, for the first time in their life, parted company. The eldest went to travel in the East. The Duc de Chartres was placed at a military school at Turin. Victor Emmanuel took a fancy to him, and wished him to be the intimate friend of his children. The French Prince was ingenuous, high-spirited, impulsive, and still a well-behaved lad, who had principles and stuck to them. His comrades liked him, and the professors gave him high marks. The final ordeal was brilliantly sustained. On leaving school he entered a Sardinian regiment, in virtue of a special licence. There he made a good figure. He was a bold horseman, a good shot, an indefatigable dancer, and lively in company. Nobody valued his good qualities more than the Princess Clotilde. She fell in love with him, and avowed her passion to those around her. The King, on being informed of it, whistled a tune. It was a way of saying, I really do not think him an undesirable match. Cavour, unluckily for the person most interested, turned the affair into diplomatic capital. Sooner than let an Orléans marry into a reigning family, the Empress Eugénie waived her objections to a liberating campaign in Italy. Clotilde was given to Prince Napoleon. She went a shy and sulky bride to the altar. Victor Emmanuel, recoiling from forcing her into a marriage repugnant to her, said:—"My daughter, you are the Antigone of the Italian cause." She yielded to his argument. The Duc de Chartres was not at the wedding *fêtes*. He would have gladly won his spurs along with the allied French and Sardinian troops; but, as he was a Bourbon, he had to quit the service of Victor Emmanuel.

The Civil War on the United States afforded the Duc de Chartres a stage on which to act a military part. But his parentage was an obstacle to soldierly enterprise. France got entangled with the South, and there was danger of a rupture between the Government of the Tuileries and that of Washington. It was also reported to the uncles and grandmother in England that Chartres was deep in a flirtation with an American girl, a relative of Mrs. General Porter. It was clear that he had an inflammable heart. Directly he came back, he announced his intention of settling down with his cousin Francoise, the only daughter of the Prince de Joinville. The young couple went to live in a roomy brick house on Ham Common, and were leading a pleasant Darby and Joan life, when a fresh opportunity arose for the Duc to go in search of adventures. A crown, perhaps, was to be won for his reflective brother. At any rate, a patriotic duty was to be discharged; but, above all things, a taste for soldiering was to be satisfied. Life at Ham House was well enough in its way, but stagnant. So, quitting the cousin, wife and four young children, he started with his uncle Joinville for Orleans, by way of Tours. There were generals in the Loire Army who were old comrades of Louis Philippe's sons. To one of them, the Princes revealed their names, but they were politely sent away. Chartres then enlisted, under an assumed name, in the auxiliary army. His superiors knew who he was, but kept his secret. Without being exactly a thunderbolt of war, he was a good soldier, and on all occasions acted creditably. The General in command of the enemy's forces was his mother's brother—the Grand Duke of Mecklenburg-Schwerin. He wanted to ascertain under what name his nephew was serving. The Duc d'Aumale, to whom he indirectly applied, refused to tell. But as the secret had leaked out in the auxiliary army, I dare say that it came to the knowledge of the Germans also.

A tremendous fuss was made by the Orleanists at Versailles about the part taken in the Loire campaign by Robert le Fort. Gambetta, to whom he had been recommended warmly, raised him from the ranks. His subsequent promotion has not been so rapid as it would possibly have been if the Comte de Paris were King of France; but it has been far too speedy to be entirely due to merit. The epaulettes of a general were dropping down on this Royal Duke's shoulders when Prince Napoleon's manifesto caused the hubbub about Pretenders. Poor Chartres, who has a brave spirit, and is fond of his profession has had to retire from the army. He is to be commiserated with, and the Government which victimises him is not to be blamed. It is nonsense to assert that he did nothing to deserve being shelved for good at the age of forty. The Duchesse de Chartres also was too much the Sovereign Lady at Rouen, not to give umbrage to the wives of high officials there. She and the Duc have been residing four years there, and have become the grand centre of Royalist society in the town and country. Having a leader, the women of quality in that part of Normandy are more intractable and haughty than if they were without one. However, she is a good and ladylike woman, simple in her manners, careful about the education of her children—there are five of them—and the most sociable of all the ladies of her family. A favourite occupation of hers is water-colour painting, which the Prince de Joinville taught her. She is also fond of horses, and rides admirably. In Normandy the Duc and Duchesse de Chartres lived in a big, unpretending house near Rouen. They reside in Paris in the house they bought of Prince Paul Demidoff, in the Rue Francois Ier. It is at once snug and spacious, stately and yet cosy. The library is made use of as a family sitting-room. Prince de Joinville has an arm-chair at the fire-side. He is a harmless old man, deaf as a post, and terribly apprehensive of being sent again on his travels.—*Truth.*

THE BAD BOY AND HIS PA AT A SKATING RINK.

"What broke your pa at the roller skating rink?" asked the grocery man.

"O, everything broke him up," said the bad boy. "He is split up so ma buttons the top of his pants to his collar button, like a bicycle rider. Well, he had no business to have told me and my chum that he used to be the best skater in North America, when he was a boy. He said he skated once from Albany to New York in an hour and eighty minutes. Me and my chum thought if pa was such a terror on skates we would get him to put on a pair of roller skates and enter him as the 'great unknown' and clean out the whole gang. We told pa that he must remember that roller skates were different from ice skates, and that may be he couldn't skate on them; but he said it didn't make any difference what they were as long as there were skates, and he would just paralyze the whole crowd. So we got a pair of big roller skates for him, and, while we were strapping them on, pa he looked at the skaters glide around on the smooth waxed floor just as though they were greased. Then pa looked at the skates on his feet, after they were fastened—sort of forlorn like, the way a horse-thief does when they put shackles on his legs, and I told him if he was afraid he couldn't skate with them we would take them off; but he would beat anybody there was there, or bust a suspender. Then we straightened pa up and pointed him toward the middle of the room, and he said 'leggo,' and we just give him a little push to start him, and he began to go. Well, by gosh, you'd a' died to have seen pa trying to stop. You see, you can't stick in your heel and stop, like you can on ice skates, and pa soon found that out, and he began to turn sideways, and then he threw his arms and walked on his heels, and he lost his hat, and his eyes began to stick out, 'cause he was going right against an iron post. One arm caught the post, he circled around it a few times, and then he let go and began to fall, and sir, he kept falling all across the room, and everybody got out of the way except a girl, and pa grabbed her by the polonaise like a drowning man grabs at a straw, though there wasn't any straws in her polonaise as I knows of, but pa just pulled her along as though she was done up in a shawl-strap, and his feet went out from under him, and he struck on his shoulders and kept agoing, with the girl dragging along like a bundle of clothes. If pa had had another pair of roller skates on his shoulders, and castors on his ears, he couldn't have slid along any better. Pa is a short, thick man, and as he was rolling along on his back, he looked like a sofa with castors on being pushed across the room by a girl. Finally pa came to the wall and had to stop, and the girl fell right across him, with her roller skates in his neck, and she called him an old brute, and told him if he didn't let go of her polonaise she would murder him. Just then my chum and me got there and we amputated pa from the girl and lifted him up, and I told him for heaven's sake to let us take off the skates, 'cause he could not skate any more than a cow, and pa was mad and said for us to let him alone, and he could skate all right, and we let go and he struck out again. Well, sir, I was ashamed. An old man like pa ought to know better than to try to be a boy. This last time pa said he was going to spread himself, and if I am any judge of a big spread, he did spread himself. Somehow the skates had got turned around sideways on his feet, and his feet got to going in different directions, and pa's feet were getting so far apart, that I was afraid I would have two pa's, half the size, with one leg apiece. I tried to get him to take up a collection of his legs, and get them in the same ward, but his arms flew round and one of them hit me on the nose, and I thought if he wanted to strike the best friend he had he could run his old legs himself. When he began to separate I could hear the bones crack; but may be it was his pants, but anyway he came down on the floor like one of those fellows in a circus who spreads himself, and he kept going, and finally he surrounded an iron post with his legs, and stopped, and he looked pale, and the proprietor of the rink told pa if he wanted to give a flying-trapeze performance he would have to go to the gymnasium, and he could not skate on his shoulders any more, 'cause other skaters were afraid of him. Then pa said would kick the liver out of the proprietor of the rink, and he got up and steadied himself, and, then he tried to kick the man, but his heels went up and pa turned a back somerset and struck right on his vest in front. I guess it knocked the breath out of him, for he didn't speak for a few minutes, and then he wanted to go home, and we put him on the street-car and he laid down on the hay and rode home. O, the work we had to get pa's clothes off. He had cricks in his back, and everywhere, and ma was away to one of the neighbours, to look at the presents, and I had to put liniment on pa, and I made a mistake and got a bottle of furniture polish, and put it on pa and rubbed it in, and when ma came home pa smelled like a coffin at a charity funeral, and ma said there was no way of getting that varnish off pa till it wore off. Pa says holidays are a condemned nuisance anyway. He will have to stay in the house all this week.

—*Peck's Sun.*

JOHN HAMPDEN'S SWORD.

In the small collection of antiquities belonging to the late Mr. J. Hain Friswell, the well-known archæologist, sold by Messrs. Sotheby, Wilkinson, and Hodge, in London on the 20th March, was the sword, worn by Hampden during the Civil War. It is a long rapier with a cross hilt and a scroll guard. One of the hand plates only remain, which is pierced with ornamental work and has the Cross of St. George in plain metal in the centre. The other plate probably corresponded, or it might have borne the arms of Hampden. The rapier is obviously of German make, if it were not observed that in small capital letters, deep in the centre channel of the blade, is the name of the maker—"Wilhelm Wirsbergh, me fecit Solingen." The blade is evidently of fine temper, though not ornamented with any engraving except the channel or groove which runs from heel to point, though unfortunately about a quarter of an inch of the actual point has been broken off. It measures as it is 38in. from the hand-plate. The interesting relic of the great man was put up at a bid of 20 guineas, and, after a spirited competition, was knocked down at 58 guineas. It was purchased, we are informed, for Mr. Theodore Bryant, of Surbiton. The sword had always been in the possession of the Hampden family, and in the paper read upon it before the Archæological Association in November, 1868, by the late Mr. Hain Friswell, the history of it was given. The John Hampden from whom the sword came was a direct descendant in the male line, who died in 1861. He was brother to the learned Dr. Hampden, Bishop of Hereford, who had frequently expressed his disapproval of the somewhat lax life led by his elder brother, and when at length his death occurred in 1861, the Bishop sent down an order for the sale of all his effects, among which was this sword. At this sale a Mr. H. P. Robinson, a friend of Mr. Friswell's, went from Leamington to buy the sword, as he had often seen it when at John Hampden's house, where the latter used to show it proudly, always saying "This is the sword of John Hampden, my great ancestor." The sword was presented to Mr. Friswell by this Mr. Robinson. In the very interesting paper read before the society, along with much that is curious about rapiers in general, Mr. Friswell stated that there was in the possession of the Queen a sword said to be Hampden's which was of Cellini work, and evidently Italian. It has unicorns' heads placed heraldically correct on the hilt, and on this account he thought it could not have been the sword of Hampden, because in the arms of his family are four eagles displayed *azure*. Hampden was shot in the shoulder while waving his sword to cheer on his men against Prince Rupert's cavalry, and died a few days after.

Jones was an old bachelor, whose temper was not the sweetest, and he did not like to be questioned. The other evening, just as supper was ready, he went out, and kept it waiting half an hour. When he came back, the landlady said sharply: "Well, Mr. Jones, why did you go out just previously before supper in that way?"—"Because madame," he said, "I can't go out just previously after supper in that way." The landlady closed her mouth for repairs.

Even when the course of true love does run smooth, so weak and contrary is human nature that the jealous swain is apt to plague his mind with imaginary perils, as the following correspondence will show:—His belief: "If you shud desert me dearest mary I beleeve i wood do like joner threw miself overbored and be swallerd by a whaile."—Her suggestion: "That would be very foolish. Remember that Jonah stayed down only a short time. Alligators have stronger stomachs than whales. Try an alligator."

A Minister who was inclined to be absent-minded, while walking one day, encountered a young lady whose face somehow seemed to be familiar to him. Taking her to be one of his parishioners' daughters, and not wishing to pass her without notice, he stopped forward, and, cordially shaking her hand, entered into conversation, expecting that her name would immediately come to his recollection. After comparing notes about the weather, however, and other topics, he had at length to confess, "Well, I know your face quite well, but I cannot recall where I have seen you before."—"Oh, please, sir, I'm your new parlour-maid!" was the unwelcome reply.

HONGKONG MARKETS.

AS REPORTED BY ORIGINATORS ON THE 12TH MAY, 1883.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 23 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 33 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$3.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 3.00
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.23
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 3.90
Grey T-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
Grey T-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.65 to 1.70
Grey T-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
Grey T-Cloths, 24yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
Grey T-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Turkey Red Shirtings, 3 lbs., per piece	$1.75 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 63 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.85
Iron, Wire, per picul	$6.25 to 6.85
Lead, WB, per picul	$5.20 to 5.25
Lead, LB, per picul	$5.05 to 5.10
Lead, Hole Chop, per picul	$5.05 to 5.10
Quicksilver, English, per picul	$52.50 to 57.70
Quicksilver, American, per picul	$57.00 to 57.30
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$83.40 to 84.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.00 to 23.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.60
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$79.00 to 79.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$17.50 to 18.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 4.4.5 to 4.5.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$7.35 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$35.00 to 43.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.60 to 4.70
Mushrooms, per picul	$38.00 to 40.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 5.2.5 to 5.9.0
Peas, White, per picul	$2.65 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.83
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per piculs	Tls. 1.6.5 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,000 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.96
Rice, Siam, No. 2, per picul	$1.32 to 1.33
Rice, Siam, milled No. 1, per picul	$1.82 to 1.88
Rice, Siam, milled No. 2, per picul	$1.67 to 1.08
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$8.85 to 8.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.15 to 4.25
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Banger, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.00 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.06
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul.	$6.75 to 7.85
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.18
Wood Oil, per picul	Tls. 6.3.0 to 6.3.5
Window Glass, per box	$3.65 to 3.7

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			HONGKONG.			
			STEAMERS.			
Astiv	May 7	Revebeck	Dan. str	268	C. M. S. N. Co.	
Afghan	May 13	C. E. Stewart	Brit. str	1439	Birley & Co	
Albany	April 18	John Darly	Brit. str	1488	Jardine, Matheson & Co	
Alwine	May 12	Thiesen	Ger. str	400	Wieler & Co	
Annam	May 12	Y. M. Tung	Ann. str	317	Order	
Arabic	May 9	W. G. Pearne	Brit. str	2787	O. & O. S. S. Co	S. Francisco
Benlarig	May 6	Clarke	Brit. str	1492	Gibb, Livingston & Co	
Bivonac	May 13	G. Campbell	Brit. str	831	Tung Kee & Co	
Bothwell Castle	May 10	Thomson	Brit. str	1653	Adamson, Bell & Co	
Bowen	April 29	R. Craig	Brit. str	844	Gibb, Livingston & Co	
Butuan	May 8	A. de Ajenaza	Span. str	358	Dunn, Melbye & Co	
Canton	May 5	J. C. Jaques	Brit. str	1095	Order	
Cassandra	Mar. 12	T. Wagner	Ger. str	923	Siemssen & Co	Yokohama
Crystal	May 1	A. Darling	Brit. str	1707	D. Sassoon, Sons & Co	Calcutta
C. T. Hook	April 15	W. Jarvis	Brit. str	992	Thomas Howard & Co	
Douglas	May 12	S. Ashton	Brit. str	982	Douglas, Lapraik & Co	
Emuy	May 13	Anastasio	Span. str	222	Remedios & Co	
Esmeralda	Mar. 24	G. Wright	Brit. str	395	Russell & Co	
Fame	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Fei-lung	May 11	Allison	Brit. str	752	Yuen Fat Hong	Bangkok
Foosang	May 12	Hogg	Brit. str	990	Jardine, Matheson & Co	
Gleneagles	May 5	J. K. Gasson	Brit. str	1839	Jardine, Matheson & Co	Foochow
Glenroy	May 10	Blake	Brit. str	1411	Jardine, Matheson & Co	
Gordon Castle	May 11	Waring	Brit. str	1320	Adamson, Bell & Co	Melbourne
Hainan	May 12	W. Willis	Brit. str	290	Afong	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. T. Banning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Killarney	May 7	H. O'Neill	Brit. str	1066	Gibb, Livingston & Co	
Kinkiang	—	Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Kiungchow	—	S. W. Goggin	Brit. str	288	H. C. & M. Steamboat Co	Canton
Lido	May 9	Lewis	Brit. str	620	Russell & Co	
Menzaleh	May 13	Homery	Fren. str	1276	Messageries Maritimes	
Moray	April 13	Duncan	Brit. str	1247	Jardine, Matheson & Co	Calcutta
Nelson	May 7	Thom	Brit. str	894	Geo. R. Stevens & Co	
Peking	May 11	Heuermann	Brit. str	954	Siemssen & Co	
Ping-on	May 11	McCaslin	Brit. str	574	Russell & Co	
Powan	—	—	Brit. str	1842	H. C. & M. Steamboat Co	In Dock
Rosslyn	May 9	McKechnie	Brit. str	1049	Jardine Matheson & Co	
Ruri Maru	April 21	Ross	Brit. str	89	Order	
Spark	—	—	Brit. str	86	H. C. & M. Steamboat Co	Laid up
Samatra	May 8	Fairtlough	Brit. str	1496	P. & O. S. N. Co	Bombay
Wells	May 13	E. Piper	Ger. str	393	Wieler & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yottung	June 23	H. Kennett	Brit. str	286	Kwok Acheong & Sons	
			SAILING VESSELS.			
Abbie Carver	April 15	Pendleton	Amr. bk	983	Siemssen & Co	
Adelia Carleton	April 27	Grant	Amr. bk	594	Russell & Co	
Advance	May 8	Dethleffsen	Siam. sh	316	Chinese	
Alva	May 11	E. de Souza	Port. bk	632	Brandao & Co	
Androklos	May 4	D. Murray	Brit. bk	490	Butterfield & Swire	
Anna	May 4	Jessen	Ger. bk	447	Wieler & Co	
Antoinette	May 7	T. Bunje	Brit. bk	834	Morris & Co	
Billy Simpson	May 13	Brown	Brit. bk	432	Hing Lee	
B. F. Hunt, Jr.	April 24	Pritchard	Amr. bk	1120	Ed. Schellhass & Co	
Cambridge	April 28	Hill	Brit. sh	1135	Ed. Schellhass & Co	
C. B. Hazeltine	Feb. 4	W. Gilkey	Amr. bk	839	Russell & Co	New York
C. P. Dixon	April 29	Carney	Amr. bk	728	Siemssen & Co	
Chandernagor	Feb. 6	Marcier	Lbr. bk	682	Carlowitz & Co	
Cyprus	Jan. 11	Johnson	Brit. sh	1392	Captain	
Dio Fili	April 29	D. Bernetich	Aust. bk	627	Borneo Co	
Formosa	April 25	Quayle	Brit. sch	391	Siemssen & Co	
Great Admiral	May 12	B. Thompson	Amr. sh	1576	Russell & Co	
Guardian	Feb. 2	Fletcher	Amr. sh	1124	Russell & Co	S. Francisco
Hecht	May 11	Ploetz	Ger. sch	358	Siemssen & Co	
Henrietta	April 25	Nichols	Amr. sh	1267	Ed. Schellhass & Co	
Jacobine	May 6	Christiansen	Ger. bk	417	Ed. Schellhass & Co	
John Worster	Feb. 11	Houghton	Amr. bk	612	Russell & Co	
Karl	May 8	B. Kraeft	Ger. bk	382	Chinese	
Kjobenhavn	April 16	Magleby	Dan. bk	353	Pustau & Co	Hamburg
Louisa	Jan. 2	Schiorlach	Ger. sch	245	Ed. Schellhass & Co	
Maria	May 6	Th'schewski	Ger. bk	439	Melchers & Co	
Mercury	April 29	Thomas	Brit. bk	361	Borneo Co	
Mercury	Mar. 4	Panno	Amr. sh	1156	Russell & Co	Victoria, B.C.
Mount Lebanon	May 2	C. H. Nelson	Brit. bkn	590	Rozario & Co	
N. Thayer	April 1	Crosby	Amr. bk	585	Arnhold Karberg & Co	New York
Papa	Mar. 5	Bannem	Ger. bk	748	Siemssen & Co	
Penobscot	Mar. 29	Eaton	Amr. bk	1133	Russell & Co	S. Francisco
P. S. Rurimann	April 21	Rose	Brit. sch	89	Order	
Q. of England	May 4	Otten	Siam. sh	542	Chinese	
Robert Porter	April 6	D. C. Nichols	Amr. bk	840	Russell & Co	
Rosa Madre	May 5	D'Ottone	Ital. bk	911	D. Musso & Co	
Sacramento	April 19	Entwisle	Amr. sh	1418	Melchers & Co	
Samar	April 24	O. Miller	Amr. sh	1058	Captain	
Sooloo	May 7	Barkie	Brit. bk	473	Chinese	
Susan Gilmore	April 18	Carver	Amr. sh	1207	Captain	
Tillie Baker	April 23	Boynton	Amr. bk	689	Melchers & Co	
Wandering Jew	Feb. 26	H. Talpay	Amr. sh	1668	Russell & Co	S. Francisco
			MACAO.			
Yot-sai	—	Lefavour	Brit. str	115	H., C. & M. Steamboat Co	Canton
			WHAMPOA.			
Erlkonig	May 6	Nansch	Ger. bk	456	Siemssen & Co	
Marie	April 24	H. Ipland	Ger. bk	464	Wieler & Co	
Printemps	May 5	Gaillard	Fren. bk	357	Carlowitz & Co	
			CANTON.			
Fooksang	May 8	Hogg	Brit. str	990	Jardine, Matheson & Co	Shanghai
Hwai-yuen	May 10	Wilson	Chi. str	984	C. M. S. N. Co	
Peking	May 8	Heuermann	Brit. str	954	Siemssen & Co	
			SWATOW.			
			SAILING VESSELS.			
			In Port on 14th April, 1883.			
Ida	Mar. 28	—	Ger. sh	—		
Johann Carl	April 12	—	Ger. sch	141	—	
			AMOY.			
			In Port on 9th May, 1883.			
Ernst	May 6	Spilddrand	Ger. sch	356	Pasedag & Co	
Glenury	May 4	Thomson	Brit. sch	283	Pasedag & Co	
Helene	May 1	Kossow	Ger. bk	250	Boyd & Co	
Magenta	May 4	Coalfleet	Brit. sch	327	Pasedag & Co	
Perle	May 6	J. Kruse	Brit. bk	400	Pasedag & Co	
Rosebud	May 3	John Collis	Brit. sch	219	Russell & Co	
Sea Swallow	May 6	W. Way	Brit. bk	333	Order	
Satsuma	May 4	Lord	Brit. bk	864	Boyd & Co	
Sofia	May 4	Pehrsson	Swd. bk	280	H. A. Peterson & Co	
Willie	April 22	Olin	Brit. sch	274	Boyd & Co	
			FOOCHOW.			
			In Port on 28th April, 1883.			
Emily	May 3	Lass	Brit. bg	296	Chinese	Uncertain
Guiding Star	April 30	Schmitger	Brit. bk	311	Chinese	Tientsin
Florence Treat	April 5	Dobson	Brit. bk	790	Chinese	
			SHANGHAI.			
			In Port on 5th May, 1883.			
Anglo-Indian	Jan. 31	Graham	Brit. bk	444	Drysdale, Ringer & Co	
Argos	April 14	Johnson	Brit. bg	289	Nils Moller	
Batavia	April 7	Roper	Brit. bk	360	Nils Moller	
Brenda	May 1	Swenson	Brit. bg	291	Mackenzie & Co	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
Count. of Erre	Mar. 24	Taylor	Brit. sch	219	Jardine, Matheson & Co	
Elliotts	April 22	Neill	Brit. bg	285	Jardine, Matheson & Co	
E. V. Litchfield	May 2	Spaulding	Amr. bk	1041	Russell & Co	
G. H. Wappaus	Mar. 9	Boysen	Ger. bk	538	Meyerink & Co	
Gilead	April 9	Harter	Nor. bk	437	Butterfield & Swire	
Hilda	April 27	Henningsen	Brit. bk	306	Nils Moller	
James S. Stone	Mar. 14	Weston	Amr. bk	110	Russell & Co	
Kate	May 1	Oats	Brit. sch	192	Russell & Co	
Kolga	Oct. 25	—	Chi. bk	540	C. M. S. N. Co	
K'tina Nilsson	April 25	Thomsen	Amr. bk	279	Russell & Co	
Leayih	May 2	Brien	Brit. bk	220	Morris & Co	
Martha	April 27	McPherson	Brit. bk	853	Morris & Co	
M. Wonkleman	Mar. 21	Ulberg	Am. sch	505	J. W. Muller & Co	
Ned White	April 24	Parker	Am. sch	533	Russell & Co	
Pearl	Mar. 7	Hawes	Amr. bk	536	Chapman, King & Co	
Theobald	April 24	Williams	Am. sch	239	Frazar & Co	
Tyburnia	Feb. 8	Chalmers	Brit. bk	948	W. Hewett & Co	
Velox	May 2	Wilkens	Dut. bk	246	Schellhass & Co	
			NAGASAKI.			
			In Port on 28th April, 1883.			
Akishima Maru	April 27	Crighton	Jap. sch	660	M. B. M. Co	
C'y of P'delphia	April 22	Winn	Amr. sch	1384	C. & J. Trading Co	Hiogo
H. Bremer	April 26	Bremer	Ger. sch	331	Holme, Ringer & Co	Chefoo
Kozaki Maru	—	Christensen	Jap. sh	400	M. B. M. Co	

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
			YOKOHAMA.			
			In Port on 2nd May, 1883.			
Ada Stott	April 26	Brass	Ger. bk	488	Walsh, Hall & Co	
Alma	Nov. 18	Tibbey	Am. sch	52	J. D. Carroll & Co	
Austria	April 16	G. W. Dakin	Brit. bk	1105	Frazar & Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
Centaur	April 24	Offersen	Ger. bk	468	Order	
Chocorua	Mar. 12	E. A. Locke	Amr. sh	1663	C. Illies & Co	
Clara Babuyan	April 16	Dick	Brit. bk	356	Boyes & Co	
Continental	Mar. 30	Clark	Amr. sh	1712	C. & J. Trading Co	
Eliza	—	Abbott	Am. sch	113	J. D. Carrol & Co	
E. v. Beaulieu	Nov. 20	Oetting	Ger. bk	336	Grosser & Co	
Ferdinand	April 19	Westergard	Ger. bk	416	J. E. Collyer & Co	
Hieronymus	April 27	Ipland	Ger. bk	235	Boys & Co.	
Kaison	April 24	Gadd	Brit. bk	795	Cornes & Co.	
L. B. Gilchrist	April 10	Watts	Amr. sh	1158	Frazar Farley & Co	
Lizzie	Feb. 5	Abbott	Am. sch	60	D. Carroll & Co	
M. C. Bohm	—	—	Ger. sch	56	P. Bohm	
Minerva	—	P. Duhme	Ger. bg	319	J. E. Collyer & Co	
Northern Light	April 10	Hamilton	Amr. bk	330	J. E. Collyer & Co	
Otome	Oct. 31	Hardy	Am. sch	30	Owston, Snow & Co	
Otsego	Oct. 13	E. Pierce	Am. sch	36	Captain	
Otter	—	Littlejohn	Am. sch	56	J. E. Collyer & Co	
Santa Clara	April 28	D. H. Rivers	Amr. sh	1473	C. & J. Trading Co	
Sybil	April 27	Sinclair	Brit sch	150	Adamson, Bell & Co	
Undaunted	Mar. 29	Hamilton	Amr. sh	1764	C. & J. Trading Co	
Valparaiso	April 28	F. Meyer	Ger. bk	486	J. E. Collyer	
Zephyr	Oct. 16	Ewart	Brit. sch	250	P. Hodnett	
			MANILA.			
			In Port on 30th April, 1883.			
Belle of Bath	April 1		Amr. sh	1418	Smith, Bell & Co	New York
Elmstone	April 10		Brit. bk	698	Tillson Herrmann & Co	
California	April 16		Rus. sh	784	Baer Senior & Co	
Fairy	April 15		Brit. bk	432	Peels, Hubbell & Co	
J. Bourne	April 20		Amr. bk	1472	W. F. Stevenson & Co	New York
Johanne	Mar. 29		Ger. bk	758	Smith, Bell & Co	Liverpool
Johanne Marie	April 4		Ger. bk	667	W. F. Stevenson & Co	New York
N. Empire	April 20		Brit. bk	950	Baer Senior & Co	N. Y. & B'ton
Northern Light	Mar. 23		Ger. sh	1356	Martin, Dyce & Co	N. Y. via Iloilo
Savenas	Mar. 31		Swd. bk	768	Macleod & Co	London
W. H. Besse	April 20		Amr. bk	1027	Peels Hubbell & Co	N. Y. & B'ton
			CEBU.			
			In Port on 30th April, 1883.			
Anna	April 26		Ger. bk	347	Smith, & Co	Shanghai
Herrmann	April 7		Ger. bk	453	Lucio Herrera	
Marie	April 16		Ger. bk	1218	Macleod & Co	New York
Tri Sina	April 9		Aus. bk	839	Smith, Bell & Co	
			ILOILO.			
			In Port on 30th April, 1883.			
Adolph	Mar. 30		Ger. bk	867	Ker & Co	N.Y. or B'ton
Josefina	April 11		Span. bk	626	Ker & Co	
Matchless	Mar. 24		Amr. sh	1198	Smith, Bell & Co	Boston
P. N. Blanchard	April 22		Amr. bk	1512	Austen & Co	Boston
Panay	Mar. 15		Amr. sh	1190	Ker & Co	Boston

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Albatross	screw sloop	4	840	Com. Hicks	Shanghai
Audacious	double-screw iron frigate	14	4330	Captain R. E. Tracey	Shanghai
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Singapore
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Amoy
Curacoa	corvette	14	2540	Captain Austruther	Hongkong
Daring	composite sloop	4	920	Com. F. J. J. Elliott	Nagasaki
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Shanghai
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Sandakan
Kestrel	double-screw gun-vessel	4	830	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Shanghai
Magpie	surveying vessel	3	600	Lieut-Com. A. Carpenter	Hongkong
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Moorhen	gunboat	4	390	Lieut. Com. J. H. Corfe	Kobe
Pegasus	sloop	6	970	Com. Bickford	Shanghai
Sheldrake	gunboat	4	370	Lieut. Com. M. Bridger	Hongkong
Swift	double-screw gun-vessel	5	1010	Commander Collins	Hongkong
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut. Com. C. Lindsay	Shanghai
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Shanghai

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	300	Captain Schans	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander D. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	Singapore
Aragon	Spanish frigate	—	—	Captain J. E. Hiquero	Japan
of Edinburgh	Russian ironclad	18	800	Captain Giers	Shanghai
Ermak	Russian transport	—	80	Captain Koltoban	Nagasaki
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	8	100	Commander Klausa	Shanghai
Kersaint	French corvette	—	375	Commander Beaumont	Haiphong
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Haiphong
Leipzig	German corvette	16	—	Captain Hertig	Hongkong
Lutin	French gunboat	4	100	Captain Rouvier	Haiphong
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Nagasaki
Morge	Russian gunboat	7	80	Commander Tatarinoff	Japan
Nerpa	Russian gunboat	7	80	Commander Valroudt	Nagasaki
Palos	American gunboat	6	200	Lieut.-Commander Green	Hongkong
Plastoun	Russian corvette	8	—	Captain Poliansky	Saigon
Richmond	American frigate	14	800	Captain Skerrett	Hongkong
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Peterburg	Russian transport	6	—	Captain Sidensner	Vladivostock
Stosch	German corvette	19	700	Captain von Buchholtz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Singapore
Velasco	Spanish cruiser	—	—	Capt. T. M. Warleta	Hongkong
Vastnik	Russian cruiser	—	—	Captain Avelan	Singapore
Villars	French cruiser	15	600	Captain Dewatre	Haiphong
Vostock	Russian gunboat	4	—	Commander Molchonsky	Japan
Wolf	German gunboat	4	340	Commander von Raven	Hoihow

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75	—	Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chien-jui	Revenue cruiser	3	80	17	—	Hongkong
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Ching-faing	Viceroy's gunboat	4	180	60	F. Bossard	Hongkong
Chen-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-chong-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hang	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Pang-chao-hai	Revenue cruiser	4	562	121	Chow Shoi	Hongkong
Quang-yu	Viceroy's gunboat	4	120	40	Lip-ping-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yeung Yung Lin	Hongkong
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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